4.5 PUBLIC SERVICES AND UTILITIES

4.5.1 EXISTING ENVIRONMENTAL SETTING

The following section provides an analysis of the public services and utilities for the City of Burbank based on inquiries to service providers and formal responses from service and utility providers as presented in the October, 1997, NOP (Appendix B). Subsequent information provided for the Revised NOP (May, 1998) and Second Revised NOP (June, 1999) has also been included. Where applicable, relevant policies of the City of Burbank General Plan and the City of Burbank Community Facilities Element are also addressed.

Police Protection

Municipal law enforcement is provided in the project area by the City of Burbank Police Department, located at 272 East Olive Avenue. Since January, 1995, the City of Burbank has employed 156 sworn officers and 80 full-time civilian police employees. Fifteen reserve police officers provide additional support at special events and disaster areas, during two shifts each month. The Police Department also operates a helicopter surveillance program, canine unit, animal shelter, and firing range. The City of Burbank attributes a low crime rate (47.0 Crime Index in 1994) in part to a high ratio of 1.6 police officers to every 1,000 residents. Since 1994, the average emergency response time for life threatening emergencies has been three minutes.

Through mutual aid agreements, the police departments of Los Angeles, San Fernando, Glendale, and Pasadena also provide manpower and equipment in emergencies. Burbank has joint operation of the helicopter surveillance program with Glendale and Pasadena.

For police protection services, the proposed project would be assessed impact fees of $0.22 per square foot of office space and $0.11 per square foot of retail space.[1] The assessment of development impact fees, however, is offset by credits allowed by the fee ordinance for demolition of the former Lockheed Martin industrial buildings formerly on the site. Therefore, there will be no development fees collected for additional police protection equipment or infrastructure to offset increased demand from implementation of the proposed project.

Fire Protection

Fire suppression, fire prevention, and emergency medical services are provided to the project area by the City of Burbank Fire Department. The City of Burbank has six fire stations and a Fire Training Center, which also serves as an Emergency Operations Center. Using fire prevention and fire response criteria, the Insurance Services Office (ISO) rates the Burbank Fire Department as a Class 2 (very good). Fire Station 13, located on 2713 Thornton Avenue, will serve the project area. This station is equipped

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[1] Recht Hausrath & Associates. *Development Impact Fee Report*, March 1991.

with a four person fire engine and two person paramedic ambulance. If required, additional support is provided by fire and rescue apparatus from other nearby stations in the City of Burbank's fire protection system. Response times from these units vary with their location and proximity to the project area. The average emergency response time is two to five minutes. Table 4.5.A shows the Burbank Fire Department service locations.

Table 4.5.A - Burbank Fire Department Service Locations

Station	Location	Equipment
Fire Station 11 (Administration/Prevention)	311 E. Orange Grove	4 Person Engine 4 Person Truck 1 Battalion Chief
Fire Station 12	644 Hollywood Way	4 Person Engine 4 Person Truck
Fire Station 13	2713 Thornton Ave.	4 Person Engine 2 Person Paramedic Ambulance
Fire Station 14	2305 W. Burbank	4 Person Engine
Fire Station 15	1420 W. Verdugo Blvd.	3 Person Engine 2 Person Paramedic Ambulance
Fire Station 16	1600 N. Bel Aire Drive	3 Person Engine
Training Center	1845 N. Ontario St.	

Source: Burbank Fire Department

The City of Burbank has other emergency personnel to provide additional support to the Burbank Fire Department. For local disasters or large-scale emergencies, the City of Burbank has approximately 225 registered Community Disaster Volunteers. Through a tri-city interjurisdictional agreement, the Burbank Fire Department receives emergency firefighting services from Glendale and Pasadena. The Verdugo Fire Communication Center in Glendale provides dispatch and tactic communication services for Burbank, Glendale, and Pasadena.

The City of Burbank's 1997 Uniform Fire Code and Chapter 15 of the Burbank Municipal Code Prescribe regulations for new development consistent with nationally recognized standard practices to safeguard life, health, property, and public welfare to a reasonable degree from the hazards of fire and explosion. The proposed project would be required by these existing codes to adhere to these safety standards. The following design standards are required to be implemented in the project:

- Fire apparatus access roads shall be designed and maintained to support the imposed minimum 25 ton load of fire apparatus, and shall be provided with a surface so as to provide all weather driving capabilities.

- The inside turning radius of a fire apparatus access road shall be a minimum of forty (40) feet.

- High-rise and mid-rise buildings shall be accessible on a minimum of two sides. Roadways shall not be less than 10 feet or more than 35 feet from the building. Landscaping or other obstructions shall not be placed or maintained around structures in a manner so as to impair or impede accessibility for fire fighting and rescue operations.

- Sprinkler systems, fire hydrant systems, standpipe systems, fire alarm systems, portable fire extinguishers, smoke and heat ventilators, smoke removal systems, and other fire protective or extinguishing systems or appliances shall be maintained in an operative condition at all times, and shall be replaced/repaired where defective.

- A three foot clear space shall be maintained around the circumference of fire hydrants, except as otherwise required or approved by the Chief. A three foot clear path shall be maintained up to and around the fire department inlet connections and fire protection system control valves, except as otherwise required or approved by the Chief.

The developer is also required to ensure that the storage, use, generation, and disposal of hazardous materials is in accordance with Articles 79 and 80 of the Uniform Fire Code, and information concerning these materials is submitted to the Fire Department for approval prior to the storage, use, generation and disposal of hazardous materials.

The City of Burbank Public Works Department will ensure that adequate water capacity exists to meet fire flows demands for the project area, set forth in the Uniform Fire Code, with a 50 percent allowable reduction in fire flow when a building is provided with an approved automatic sprinkler system.

The developer is required by the above codes to install an on-site fire hydrant system in accordance with Appendix III-B and Table III-B of the Uniform Fire Code, and provide sufficient fire flow consistent with City regulations. Plans for fire hydrant systems shall be reviewed and approved by the Public Service Department and Public Works prior to issuance of grading permits.

In accordance with Section 7-616.1 of the Burbank Municipal Code, the developer will be required to install a system as appropriate to ensure full utilization of police and fire radios in all portions of above and below grade structures in the project area. The frequency range to be supported shall be 470.0 HM_z to 473.5 HM_z.

As required by the Uniform Fire Code, the developer shall ensure that elevator cars are capable of accommodating a paramedic patient gurney in the horizontal position, automatic fire sprinklers are provided with monitoring, a fire alarm system is installed, KNOX KS-2 gate access switches and KNOX key boxes are provided, and an on-site fire hydrant system is provided.

For fire protection services, the proposed project would be assessed impact fees of $0.047 per square foot of office space and $0.023 per square foot of retail space.[1] The assessment of development impact fees, however, is offset by credits allowed by the fee ordinance for demolition of the former Lockheed Martin industrial building formerly on the site. Therefore, there will be no development fees collected for additional fire protection equipment and infrastructure from the implementation of the proposed project.

Schools

The Burbank Empire Center project is located within the Burbank Unified School District (BUSD) boundaries. The BUSD administrative office is located in Burbank, at 330 North Buena Vista Street, approximately nine miles north of downtown Los Angeles. There are 17 schools within BUSD; 11 schools serve grades kindergarten through five, three serve grades six through eight, and three serve grades 9 through 12. One of the three senior high schools is a continuation high school. In addition, the BUSD operates an adult education school and a child care program.

The total student enrollment for grades K-12 for the 1998-99 school year is 14,198 students. Table 4.5.B identifies the enrollment and capacity numbers for the 1998-99 school year. The BUSD is expanding and reconstructing school facilities to accommodate the expected enrollment increase. Infill development and redevelopment of underutilized parcels accounts for most of the City's growth. The City of Burbank forecasts development through build out of the City based on the availability of residential land. According to the BUSD Development Impact Fee Study, build out is expected to occur by the year 2015, though build out could be sooner if the economy remains strong and rate of development is faster than anticipated in light of the current acceleration in the rate of economic growth. Between year 2010 and 2015, the City projects that new development will consist of an additional 6,830 housing units, primarily multi-family housing (92 percent). According to the BUSD Development Impact Fee Study, the City estimates a build out potential to a total of 49,600 housing units. As discussed in Section 4.2, Population and Housing, SCAG forecasts a total of 45,629 housing units in the City of Burbank by 2010. Build out, therefore, is expected to occur between year 2010 and 2015.

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[1] Recht Hausrath & Associates. *Development Impact Fee Report*, March 1991.

Table 4.5.B - School Enrollment and Capacity

Name of School	Student Capacity	1998-1999 Enrollment	Remaining Capacity	Percentage of Capacity
Elementary Schools (Grades K-5)				
Disney[1]	251	435	-184	173%
Edison	463	553	-90	119%
Emerson[1]	432	542	-110	125%
Harte	593	584	9	99%
Jefferson	644	791	-147	123%
McKinley	523	599	-76	115%
Miller[1]	725	932	-207	129%
Providencia	472	515	-43	109%
Roosevelt	392	441	-49	113%
Stevenson	432	493	-61	114%
Washington[1]	583	705	-122	121%
Middle Schools (Grades 6-8)				
Luther	1090	1041	49	96%
Jordan	925	949	-24	103%
Muir	1467	1422	45	97%
High Schools (Grades 9-12)				
Burbank[1]	2174	2112	62	97%
Burroughs[1]	1934	1928	6	100%
Monterey	216	156	60	72%

Sources: Correspondence from Kathleen Schaedler with the Office of Assistant Superintendent Ali A. Kiafar, BUSD, April 27, 1999.

[1] Denotes facilities undergoing or slated for expansion

According to BUSD studies,[1] student enrollment growth has been steady within the BUSD, with approximately 340 additional students districtwide each school year. New development by the build out year is projected to add 1,820 students across all grade levels. This amounts to an average of about 202 students from new development annually. Existing development enrollment assumes a continuation of the trend of increasing enrollment due to migration and housing turnover to families with larger household size, including additional children, leading to a growing number of students per housing unit.

Starting with the 1996/97 school year, the State instituted a program to reduce classroom enrollment in elementary schools. This program includes incentives and requirements for a student to teacher ratio of 20:1 for kindergarten through fourth grade classes and a ratio of 30:1 for all other grades.

According to BUSD, the district is currently functioning at maximum capacity. This is due to 1) continuing student population; 2) families moving into the area and growth in households; and 3) class size reduction programs. The BUSD estimates that no elementary school capacity will be available to accommodate enrollment from any new development by build out. New residential development will add the need for 37 classrooms, all of which must be accommodated by adding additional capacity to existing schools. District wide, a total of 185 classrooms must be added to house the elementary students projected. This includes the classrooms needed to replace old portables and achieve a standard of two support rooms per school. By project build out, the BUSD estimates that new development student enrollment will require a total of 15.7 additional classrooms and existing enrollment will require 19.8 classrooms, for a total of 35.5 classrooms needed beyond existing capacity.

Both comprehensive high schools are in the process of being substantially reconstructed and expanded. The projects will involve extensive classroom modernization, addition of classrooms to increase capacity, and reconstruction of support spaces.

According to the District's information, the existing high schools have a combined capacity of approximately 4,100 students. Once these projects are completed, the two high schools will have sufficient capacity to accommodate both existing and new housing enrollment. Burbank and John Burroughs High Schools will be expanded to a combined total capacity of 5,500 students. This projected available capacity will accommodate the 5,540 high school students projected by build out.

The BUSD is planning several major renovation and reconstruction projects. Some of these projects are described below.

The Miller Elementary School expansion is the largest project, adding 20 classrooms in a new wing to the school at a cost of $5.7 million. Part of this cost includes structured parking to replace the parking spaces lost to the new building. The BUSD also has in progress a number of expansions at Miller Elementary and other schools for a total of 42 new classrooms. The majority of these will be in permanent buildings, with the plans and designs allowing for subsequent additions of classrooms.

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[1] Burbank Unified School District, *Development Impact Fee Justification Study*, September 16, 1998.

Major elements include a 10 classroom building at Disney, a 12 classroom building at Emerson Elementary, an additional 8 classroom building at Miller Elementary, and a 9 classroom building at Washington Elementary. Also, three additional modulars are included, as well as relocation of several existing modulars to optimize the distribution of available capacity. The total cost of the remaining elementary school expansions beyond the 20 classrooms identified at Miller Elementary is $9.5 million. Site expansions (land acquisitions) would require an additional $15 million, bringing the total elementary school expansion cost to approximately $52.9 million through build out.

Middle school expansion will be limited to the use of modulars on existing middle school sites. The estimated costs of increasing capacity for middle schools through build out is $2,663,000. Both Burbank and John Burroughs High Schools will be thoroughly renovated, modernized, and expanded. Burbank High School reconstruction is estimated at $49.5 million, and John Burroughs High School reconstruction is estimated at $37.9 million.

The development impact fee program, collected at the time of building permits, is one funding source for the modernization and expansion program scheduled to continue through year 2005. In addition to the previously described renovation and reconstruction projects described, the BUSD Impact Fee Study estimates total facilities needs through build out will be approximately $214 million. Funding will come from a number of sources, including the 1995 general obligation bond specified for the BUSD only; 1998 State bond used for modernization[1]; deferred maintenance funding, grants, supplemental mitigation agreements, and developer fees. Bond proceeds and projected contributions from the City and State total $136 million, leaving $78 million to be raised by the District. The balance of the funding for the modernization program, therefore, must come from the other sources noted, including development impact fees.

The developer fees of $1.93 per square foot of residential construction and $0.31 per square foot of commercial/industrial construction are levied on new development. The BUSD estimates that approximately $13.51 million of developer fees through 2015 City forecast build out will come from new residential development. The projected cost of facilities improvements due to new development is $21.08 million. Therefore, the BUSD expects there to be a funding shortfall. However, the City has additional potential funding sources from investment income from property sales, Year-Round School Incentive Program, Community Development Block Grants, local bond issues, and Mello-Roos financing.

Public Transit

The Los Angeles County Metropolitan Transit Authority (LACMTA) provides local and regional bus transportation services throughout Los Angeles County, including the City of Burbank. The LACMTA and the Los Angeles Department of Transportation (LADOT) operate 14 bus lines in the City of Burbank. Regional and commuter rail services are provided by the Southern California Regional Rail Authority (SCRRA), a five county joint powers authority that operates the Metrolink commuter rail system.

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[1] Telephone discussion, Sharon Hogland, Facilities Director, Burbank Unified School District, July 27, 1999.

Los Angeles County Metropolitan Transit Authority (LACMTA)

Local fixed bus route service to the City of Burbank is provided by the LACMTA and LADOT. These transit service operators are equipped with buses accessible for wheelchairs or people with mobility disabilities. Additionally, special fares for seniors and the disabled are offered. The proposed project may impact several LACMTA services near the project area.

LADOT operates commuter express Line 413 past the B-199 site. Table 4.5.C describes the existing MTA bus routes in the project area. Figure 4.5.1 depicts the MTA bus routes in the project area.

Table 4.5.C - Existing Bus Routes in Project Area

Bus Line	Route in Project Area
94	Operates via San Fernando Blvd., Hollywood Way, Empire Ave., Lincoln Ave., and San Fernando Blvd. to downtown Burbank. The route within the project area uses San Fernando Blvd.
154	Operates via Burbank Blvd., San Fernando Blvd., to downtown Burbank and Regional Intermodal Transportation Center (RITC). The route within the project area uses Burbank Blvd. and San Fernando Blvd.
164	Operates via Victory Blvd., Burbank Blvd., and San Fernando Blvd. to downtown Burbank and RITC. The route within the project area uses Victory Blvd., Burbank Blvd., and San Fernando Blvd.
165	Operates via Hollywood Way, Empire Ave., Victory Place, Burbank Blvd., and San Fernando Blvd. to downtown Burbank and RITC. The route within the project area uses Empire Avenue, Victory Place, Burbank Blvd., and San Fernando Blvd.

Sources: Los Angeles County Metropolitan Transportation Authority (LACMTA)
Parsons Brinckerhoff Quade & Douglas Inc. (1998)

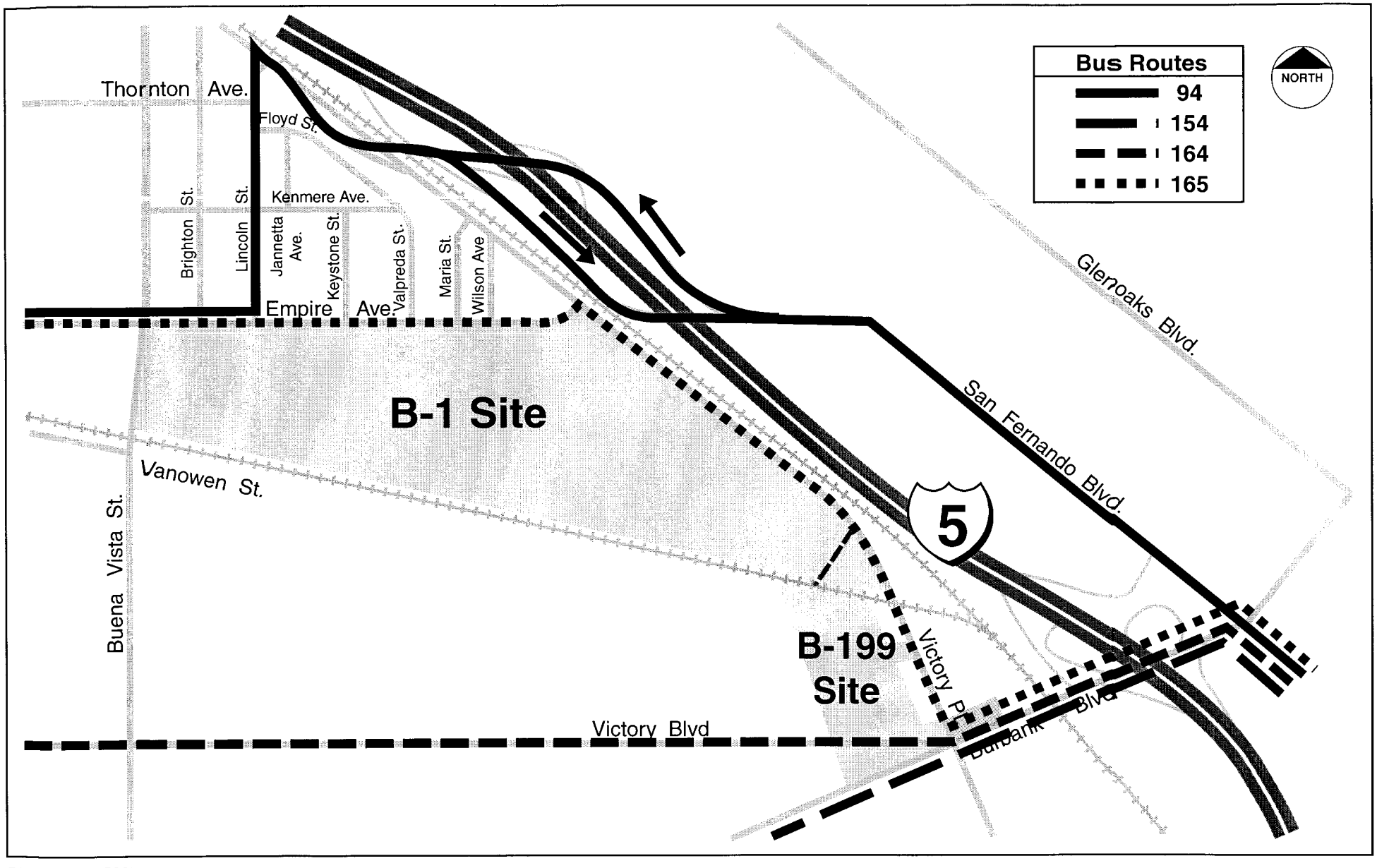

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Figure 4.5.1

Transit Routes

Southern California Regional Rail Authority (SCRRA)

SCRRA operates two commuter rail services that serve the project area at the Burbank station, located approximately two miles from the project area, adjacent to Front Street on the west side of Interstate 5. The Ventura County line operates between Oxnard and Los Angeles with nine intermediate stops, including the Burbank station. Eighteen daily trains operate in each direction on this line through Burbank. Metrolink does not provide Saturday service on this route. The Antelope Valley line operates between Antelope Valley and Los Angeles with six intermediate stops, including the Burbank station. Twenty daily trains operate in each direction on this line through Burbank, and eight trains also operate on this route on Saturday. Eight trains per weekday operate past Burbank junction (the junction point of the Antelope Valley and Ventura County lines to and from Burbank Airport. Among the Metrolink trains, five operate past this area before 7:00 a.m. and the remainder operate between 7:00 a.m. and 10:00 p.m.[1]

Amtrak also provides train commuter service through the project area, and provides approximately nine San Diegan trains per day on the Ventura County line. Amtrak also operates two Coast Starlight trains between Seattle and Los Angeles.

According to the SCRRA, there are at-grade crossings on Buena Vista Street for both of the Los Angeles to Antelope Valley line and Los Angeles to Ventura County line.[2] The Buena Vista crossing of the Los Angeles to Ventura County line is located on the western boundary of the proposed project. A grade separation at the North Victory Boulevard underpass on the Ventura County line is located on the eastern edge of the proposed project. A grade separation at the Burbank Boulevard overpass on the combined right-of-way is located east of the point where the rail lines diverge. A grade separation is proposed on Buena Vista Street and also on Empire Avenue. The proposed grade separation on Empire Avenue is contingent upon the proposed extension of Empire Avenue. Four Amtrak commuter trains also travel along the Ventura County line, with two inbound trains in the morning and two outbound trains in the afternoon.

According to SCRRA, the plans to upgrade the railroad tracks in the project area to allow for a 79 mile per hour speed.[3] SCRRA's current plans call for the addition of double tracks to increase track capacity for the Antelope Valley line. Over the next ten year period, SCRRA anticipates the addition of Metrolink trains on the Antelope Valley line and the Ventura County line, the latter of which is currently operating on double tracks. The Burbank Regional Intermodal Transportation Center (RITC) is located on the Ventura County line, and includes two side platforms, canopies, benches, and other station amenities. Two signalized pedestrian crossings have been installed for the Burbank station. In addition, to service the Burbank station, Metrolink trains on the Ventura County line stop at the Burbank Airport Amtrak station located on Empire Avenue, approximately one mile west from the project.

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1 Correspondence from Karen Sakoda, Metrolink, November 19, 1999.

2 Telephone conversation with Clark Adams, Metrolink, July 15, 1999.

3 NOP response from Ron Mathieu, SCRRA, October 31, 1997.

According to Union Pacific Railroad, there are no current facilities with employees or rail service in the project area. Union Pacific Railroad does not have any current plans for expansion of existing facilities, and does not anticipate the proposed project to have any adverse impacts to service.[1]

Utility Services

Natural Gas

The Gas Company, located at 555 W. Fifth Street in Los Angeles, is the natural gas provider in the City of Burbank. According to the Gas Company, service is provided by a six inch main in Empire Avenue, three inch main adjacent to the proposed project area in Victory Place extending 410 feet north of the railroad right-of-way, and four inch main in Victory Boulevard along the south perimeter of the proposed project boundary[2]. The Gas Company has identified that these facilities and the interconnecting system are currently in good operation. Currently, the Gas Company does not plan for any expansion of existing facilities in the proposed project boundary. Service availability is based upon present gas supply conditions and regulatory policy. Figures 4.5.2, 4.5.3, 4.5.4, and 4.5.5 depict the preliminary infrastructure plan for the development options under review. The utility connection points on the B-199 site do not require extension to Burbank Boulevard, since structures are not proposed beyond existing Victory Boulevard.[3]

Electricity

Electricity is currently provided to the project area by the City of Burbank Public Service Department (PSD), located at 164 West Magnolia Boulevard. According to the City's Electric Distribution System Master Plan, PSD has broadened its resource fuel mix to enhance the reliability of electric supply. The City of Burbank currently receives 246.4 MW (megawatt) of capacity from natural gas, 20.1 MW from the

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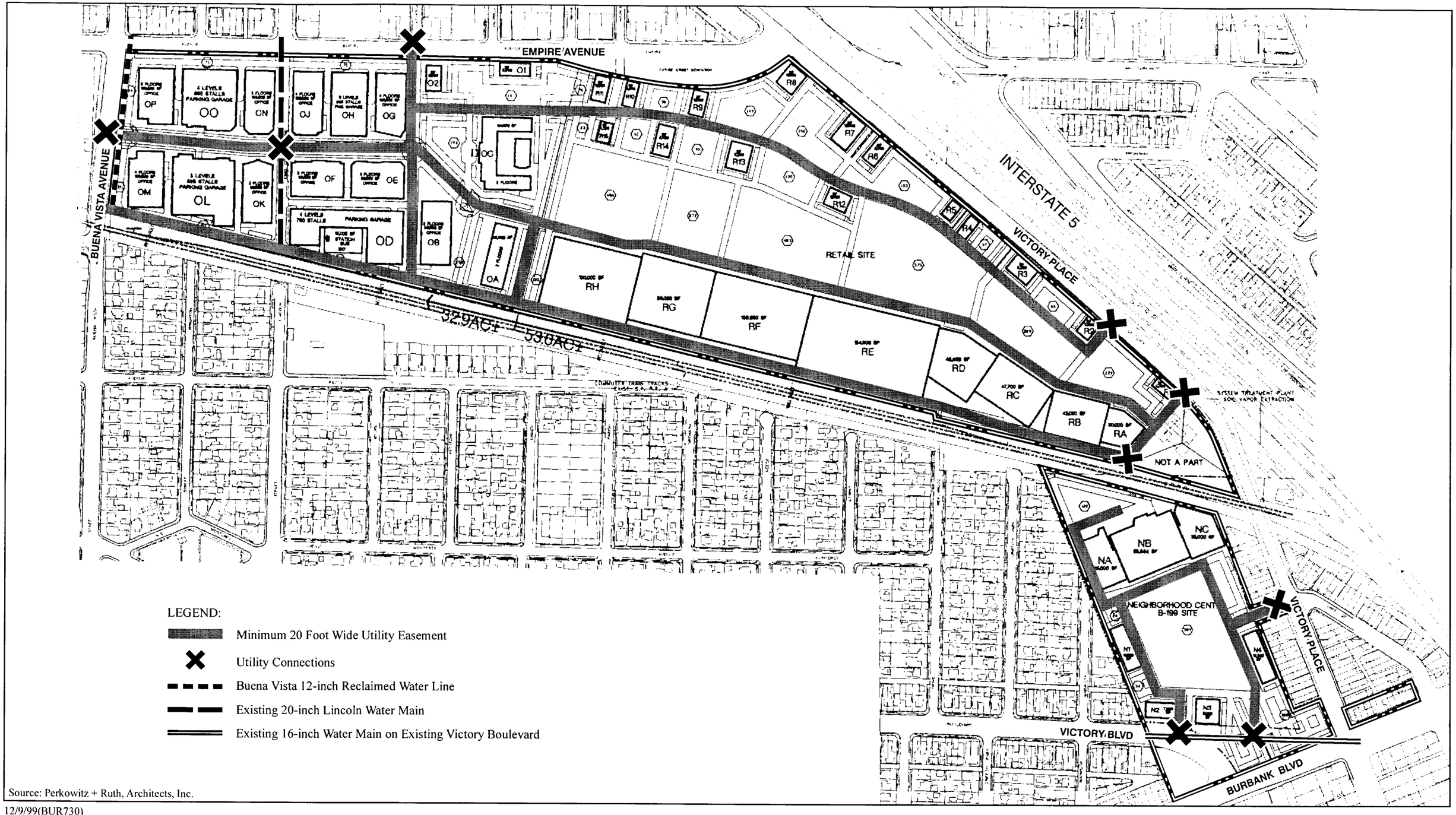
1 Questionnaire response from Dean Cooper, Manager of Chemical Transit Safety, Union Pacific Railroad, October 1997.

2 Letter from Don Dockray, Coordinator, Moral Codes and Standards, The Gas Company, November 19, 1997.

3 Letter from Larry Gates, Principal, Development Resource Consultants, June 8, 1998.



LEGEND:

- Minimum 20 Foot Wide Utility Easement
- Utility Connections
- Buena Vista 12-inch Reclaimed Water Line
- Existing 20-inch Lincoln Water Main
- Existing 16-inch Water Main on Existing Victory Boulevard

Source: Perkowitz + Ruth, Architects, Inc.

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Figure 4.5.2

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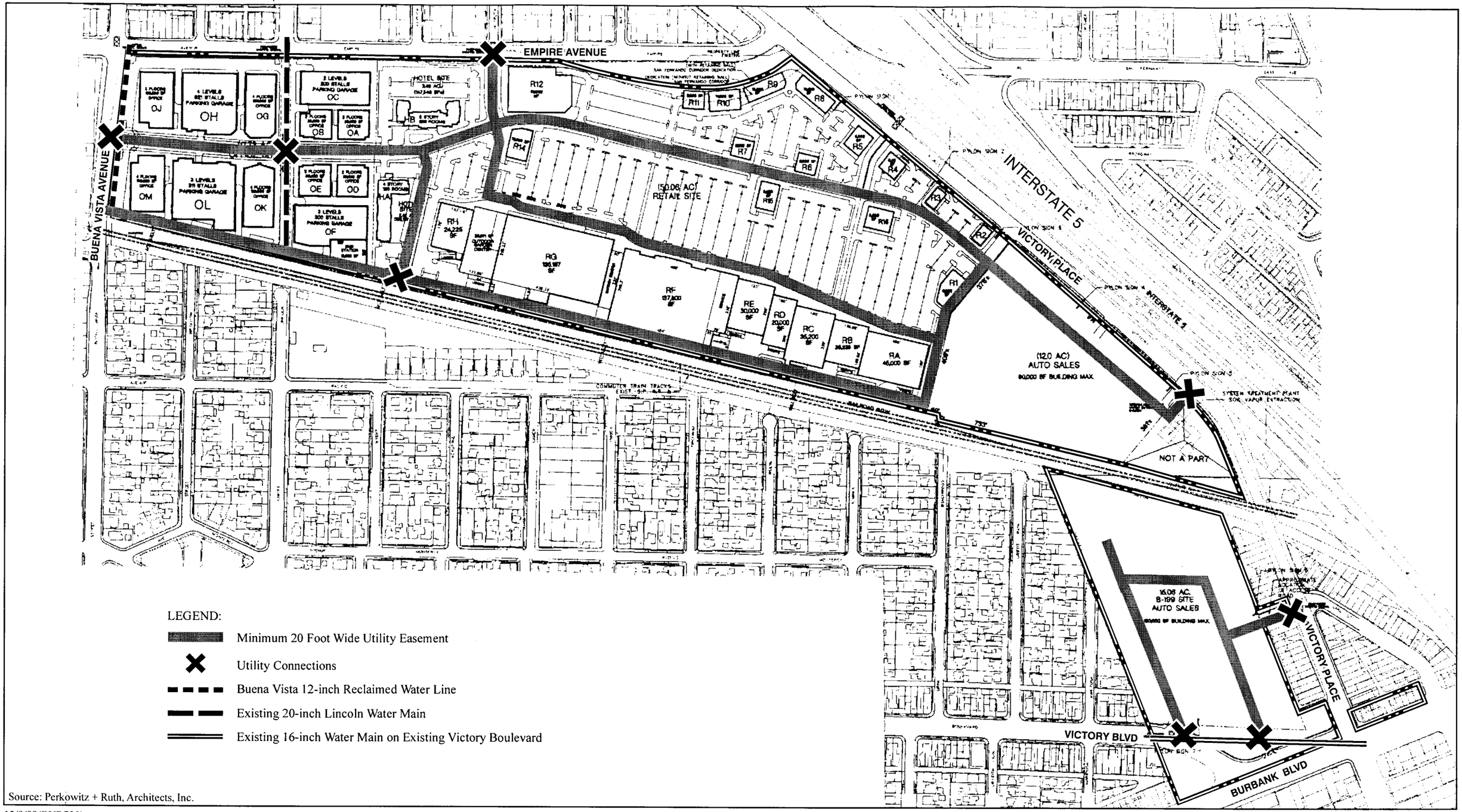
Scale in Feet

0 180 360

Infrastructure Plan
Development Option A



LEGEND:

- Minimum 20 Foot Wide Utility Easement
- Utility Connections
- Buena Vista 12-inch Reclaimed Water Line
- Existing 20-inch Lincoln Water Main
- Existing 16-inch Water Main on Existing Victory Boulevard

Source: Perkowitz + Ruth, Architects, Inc.

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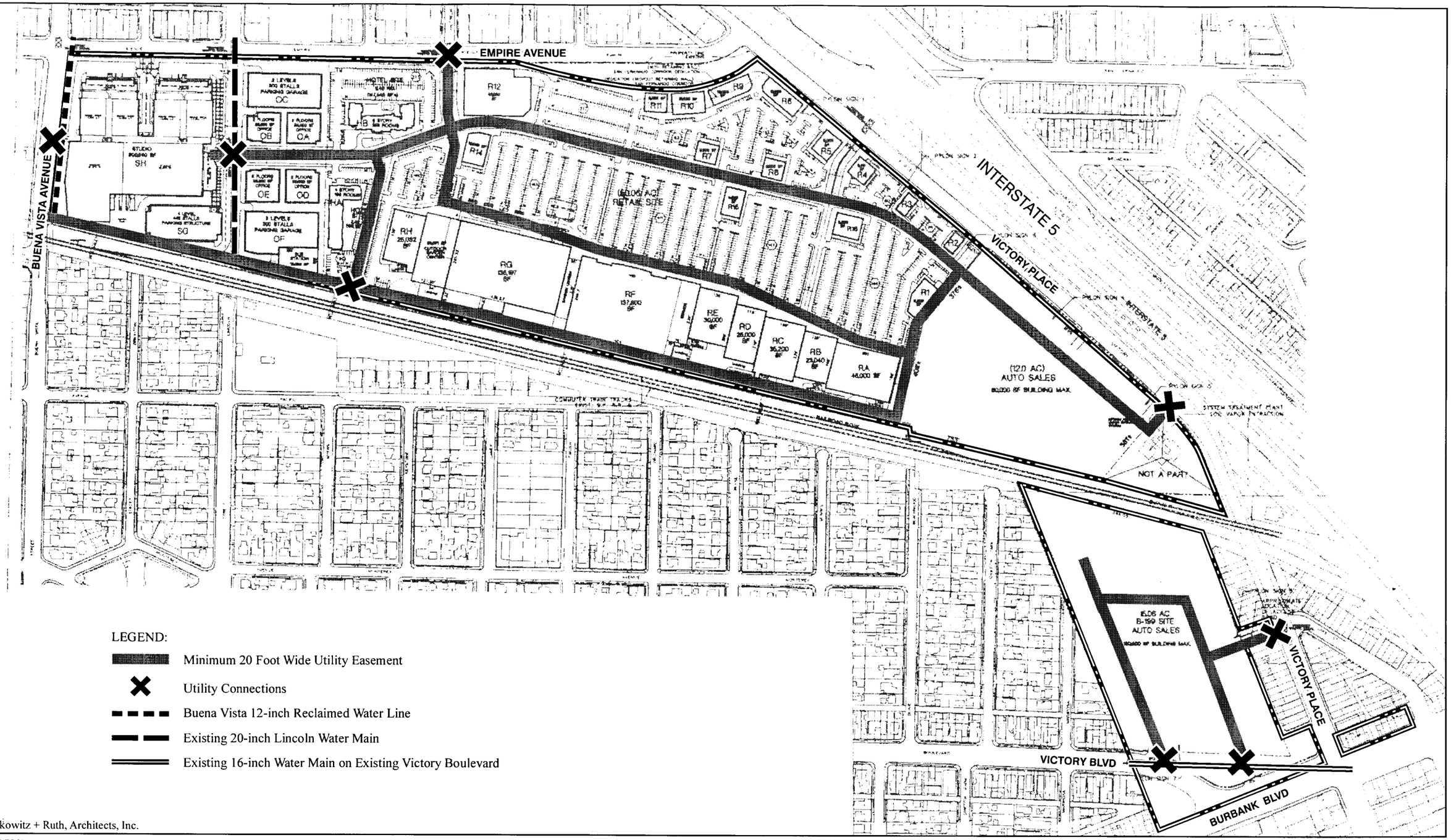
Figure 4.5.3

N

LSA

Scale in Feet
0 180 360

Infrastructure Plan
Development Option D1-A



Source: Perkowitz + Ruth, Architects, Inc.

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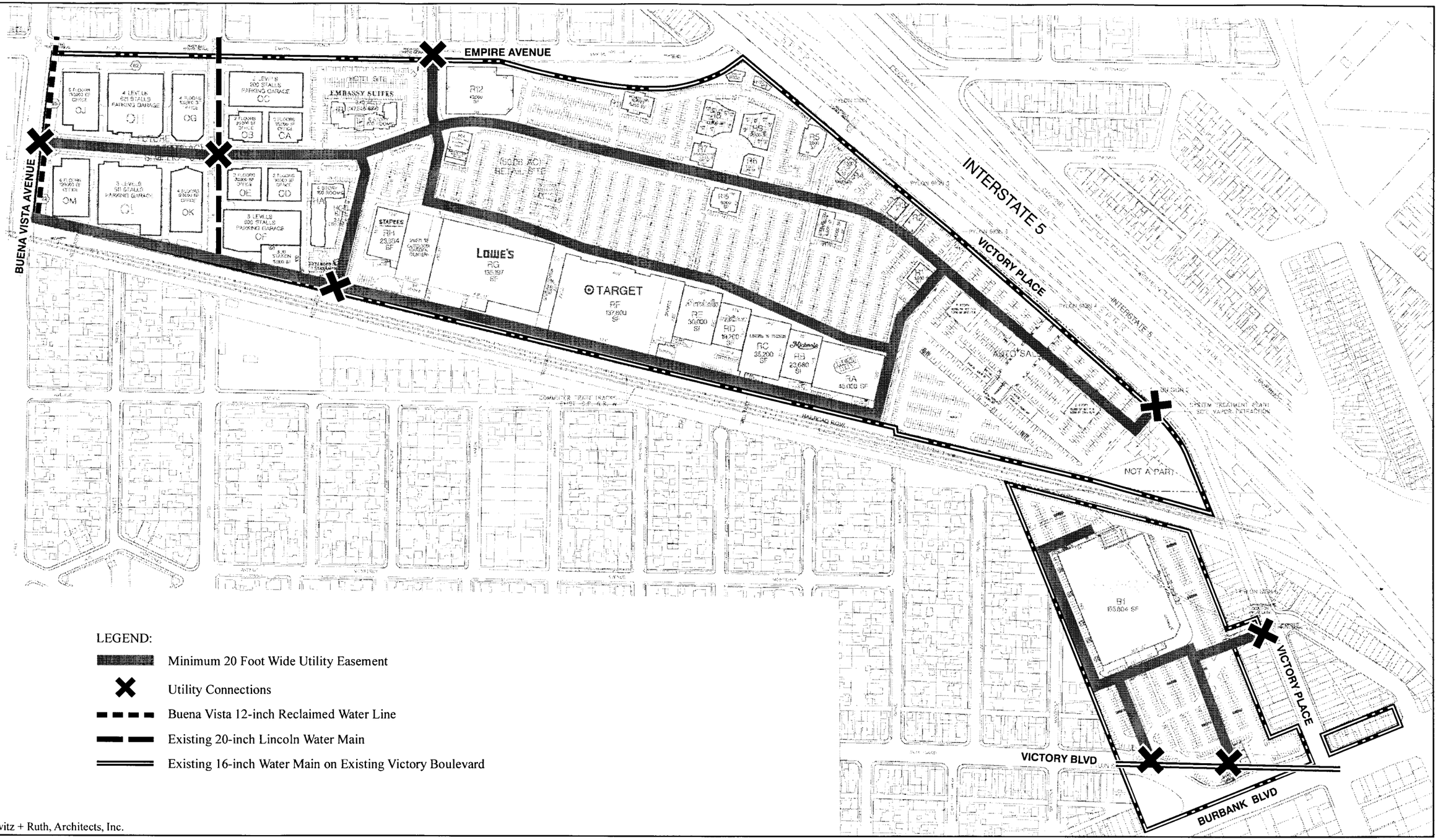
Figure 4.5.4

N

LSA

Scale in Feet
0 180 360

Infrastructure Plan
Development Option D1-B



LEGEND:

- Minimum 20 Foot Wide Utility Easement
- Utility Connections
- Buena Vista 12-inch Reclaimed Water Line
- Existing 20-inch Lincoln Water Main
- Existing 16-inch Water Main on Existing Victory Boulevard

Source: Perkowitz + Ruth, Architects, Inc.

12/9/99(BUR730)

Figure 4.5.5

N

LSA

Scale in Feet
0 180 360

Infrastructure Plan
Development Option D1-C

Hoover Dam, 9.5 from nuclear energy, 67.0 MW from coal, and 50.0 MW from other major sources.[1]

PSD has three major switching stations: Valley, Lincoln and Olive, and has four 69 kilovolt (KV) transmission lines to import power from outside sources, through Los Angeles Department of Water and Power's (LADWP) Receiving Station "E." Three 69 KV tie lines connect the Valley switching stations to the other two stations. PSD has a network of 34.5 KV lines throughout the City originating from the three switching stations. PSD also has 14 distributing stations to step down voltage from 34.5 KV to a 4.33 KV system or a 12.47 KV system. PSD formerly had eight 34.5 KV customer stations on the customer's premises, but only the Warner, NBC, Molding Corporation, Lockheed Building #369, QWEST Communication, Jack Built Building, and Customer Stations are currently in service.

The PSD identifies the Golden State-10 12,470 volt feeder as providing electric service to the Vapor Extraction System (VES) Treatment Plant adjacent to the B-1 site. The VES Treatment Plant has a 1500 KVA, 277/480 padmount transformer, which is sufficient to provide reliable service for that facility. The VES Treatment Plant is not a part of the proposed project.

Another Golden State-11 12,470 volt feeder from Lincoln Street provides electric service to the vapor extraction system wells. The B-1 Site has two 750 KVA, 277/480 volt transformers sufficient to provide electric power for the vapor extraction system wells. The PSD determined the B-1 site has temporary power fed overhead across Empire Avenue near Keystone Street from a 4,160 volt distribution line (Pacific-16) to a three phase, 480 volt transformer bank.

Three 50 KVA, 480 volt overhead transformers provide temporary power for the B-1 site, and have a very limited capacity that is merely used for temporary lighting for trailers, etc. The B-199 site was served by the Mariposa 3/3.6 MVA, 34.5 KV/4.33 KV Customer Station. The station equipment and underground cable on Victory Boulevard to the old station were removed, and the conduit system was abandoned. Based on information provided by the PSD, the B-199 site has no electrical facilities currently providing electric service. PSD currently has no plans to expand electrical facilities at the project area.

The project application includes provision of an electrical substation. This substation will be constructed to provide electrical power to the proposed development project for all Development Options. This substation is proposed to be constructed to City standards and specifications.

The City intends to apply Aid-In-Construction charges to the developer to recover City (PSDs) costs for 12, 470 volt on-site distribution systems and on-site transformers to step down the power to customer utilization voltage for any work related to this project, in accordance with City of Burbank PDS Rules and Regulations.

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[1] City of Burbank, Public Services Department, *Electric Distribution System Master Plan for the Golden State Redevelopment Area*, October, 1997.

The developer is responsible for construction and/or any upgrades of the street light system, undergrounding of a street lighting system, and/or conversion from high voltage series mercury vapor street lights to low voltage high pressure sodium street lights along the periphery of the project site by existing codes.

The developer is required by existing codes to comply with California Building Code Title 24 energy efficiency requirements for all non-residential construction on site.

Water

The City of Burbank PSD supplies water to the project area. PSD provides 100 percent of the City of Burbank's water needs, mixing locally developed water from PSD operated wells with water from MWD.

For additional information regarding the project impacts on water resources and mitigation measures, please see Section 4.4, Water Resources.

Wastewater

Sewerage service to the project area is currently provided by the City of Burbank Public Works Department. The City of Burbank's existing sanitary sewer infrastructure includes gravity collection systems, sewage pump stations, force mains, and the Burbank Water Reclamation Plant. In February, 1989, the City of Burbank prepared a Wastewater Collection System Master Plan to analyze the existing sewer system, identify system deficiencies, and propose improvements. The Master Plan divides the City into nine Service Areas. The B-199 Site is within Service Area 6 and B-1 is within Service Areas 4 and 6. At the time of the study in 1989, the Master Plan assigned wastewater generation rates for the B-1 and B-199 sites based on the industrial designation. This designation accounts for approximately 3,500 gallons per day (GPD) per acre with increasing generation rates to 5,000 GPD per acre by the year 2005 and beyond.

A sewer study (Sewer Study, Burbank Empire Center, LEADS, December 11, 1997) was prepared for the proposed project, and is hereby incorporated by reference. The Sewer Study analyzed sewer main capacities downstream of the proposed project and determined expected sewer flows generated by the proposed project. According to the Sewer Study, the predemolition wastewater generation rates for wastewater discharged from the B-1 to the Service Area 4 System was 227,800 GPD. The Sewer Study also estimated that the predemolition wastewater generated from the B-199 site and a portion of the B-1 site to the Service Area 6 System was 55,300 GPD.[1] The sites are now vacant; therefore, there is no wastewater generated at the site at this time.

Solid Waste

[1] Land Entitlement and Development Services (LEADS). *Sewer Study*, December 11, 1997.

The City of Burbank and City licensed private refuse collection companies collect and dispose of non-hazardous solid waste in Burbank. The City operates its own landfill site, which accepts solid waste only from waste generated within the City transported by City (residential waste only) or School District operated vehicles. Since the City operates its own landfill and only accepts waste from within the City, there is no burden to regional landfills. Residential refuse is deposited primarily in the City landfill, and industrial and commercial generated waste is collected by private companies and disposed of in landfills outside of the City boundaries. Private waste haulers will serve the proposed project, and the solid waste generated by the proposed project will affect whatever landfill is used by the private disposal companies. Any waste from the proposed project would become part of the regional burden, because the City's landfill will not accept commercial waste.

Burbank Landfill No. 3, located at 1600 North Bel Aire Drive, is the City's only active landfill. As a Class III facility, Landfill No. 3 accepts household/commercial solid wastes as well as non-water soluble, nondecomposable inert solids from construction, and demolition debris. Landfill No. 3 has recently been expanded to a capacity of 11.5 million cubic yards, with approximately 83 percent available capacity. The expected operating lifetime of the landfill is approximately 70 years based on average annual disposal rates. The landfill likely to serve this site is the Bradley Landfill.

The State of California passed the Integrated Waste Management Act in 1989. All California businesses and residents must plan to recycle 25 percent of their waste by 1995 and 50 percent of their waste by the year 2000.

Telephone

Pacific Bell located at 271 North Caramelo Avenue in Pasadena provides telephone service to the City of Burbank. The central office on Thornton Avenue supplies telephone services to the project area, as well as all Lockheed sites. According to Pacific Bell, there are currently no plans for expansion of the facilities. The Pacific Bell guidelines for standard consumption rates are 2.25 lines per dwelling unit and 5-20 lines per 1,000 square feet of commercial space.

Cable Television

Marcus Cable, located at 6246 San Fernando Road in Glendale, provides cable television service to the City of Burbank. There is no existing cable television service in the project area; however, Marcus Cable has indicated that it has the capability to provide the necessary cable television services to the project area.

4.5.2 THRESHOLD OF SIGNIFICANCE CRITERIA

The effects of a project on public services, utilities, and infrastructure are considered to be significant if the project will result in the following impacts beyond the net effect to the service provider.

Police Protection

The project alone, or in combination with other projects, creates a significant increase in additional demand for staff, facilities, equipment, and other police related services that result in an increase in response time such that response times substantially increase over the current response time of three minutes.

Fire Protection

The project alone, or in combination with other projects or other increases in demand for additional staff, facilities, and equipment, creates a significant increase in additional demand for staff, facilities, equipment, and other fire protection related services that results in response times in excess of five (5) minutes for fire and emergency medical calls to the project area.[1]

Other Services and Utilities

- The demand generated by the project exceeds the capacity of existing public service systems, or otherwise requires their expansion or requires the construction of major new facilities leading to a physical impact.
- The project's demands for fuel or energy exceed existing supplies, or otherwise cause supply and/or capacity overload leading to disruption of service.
- The project's demands exceed the capacity of existing utility systems, or otherwise require the expansion or construction of major new facilities leading to a physical impact.
- The project causes significant disruption of service causing a significant physical impact or threat to human health.

4.5.3 IMPACTS - DEVELOPMENT OPTION A

Less than Significant Impacts

Utility Services

Natural Gas

It is difficult to precisely assess the anticipated building demand and gas consumption rates for Development Option A, since these will vary with the type and architecture of individual building proposals within the development area. According to the Gas Company, any extension of Gas Company facilities related to Development Option A will be dictated by the demand created by design and layout of the development plans. However, gas services are available throughout the project area through existing mains that formerly served the large industrial uses on the property. The Gas Company has

[1] Memorandum from Darryl L. Forbes, Fire Marshal, City of Burbank, July 13, 1999.

determined that the nature of Development Option A will not have a significant adverse direct or cumulative impact on existing gas services, and does not warrant mitigation.[1]

Telephone

The demand for telephone services will increase from implementation of Development Option A; however, this demand would be met without significant environmental impact on telephone facilities through typical extension of service. Pacific Bell reports adequate capacity to accommodate the proposed project. Development Option A would not have a significant adverse direct or cumulative impact related to telephone services; therefore, mitigation is not warranted.

Cable Television

The demand for cable television services will increase from implementation of Development Option A. The cable television provider reports that adequate capacity exists to serve the proposed project through typical extension of service. The proposed project would not have a significant direct or cumulative adverse impact related to cable television services; therefore, mitigation is not warranted.

Police Protection

According to the Burbank Police Department, the project will require as many as 3.2 police officers added to the 58 officer Department.[2] Commercial centers potentially receive a substantial amount of service requests. Should the development employ security sufficient to act as a deterrent and to handle routine security, calls to the City's police department could be reduced. Because there are no security plans or projected security facilities, it is infeasible to assess this issue. The increased demand on police protection services would potentially cause a significant impact.

The Police Department has indicated that there is no need for expansion of police facilities in the future, and has determined that the existing physical facilities will adequately serve the project area with the addition of new staff and equipment.[3]

The City's policy is that the cost of public services and facilities should be borne by the user whenever possible. The City of Burbank's Development Impact Fee Report calculates development impact fees required to pay for the cost of expanding public facilities to be $0.22 per square foot of office space and $0.11 per square foot of retail

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1 Questionnaire response from Don Dockray, Coordinator, Moral Codes and Standards, The Gas Company, November 19, 1997.

2 Questionnaire response from Gordon Bowers, City of Burbank Police Department, January 7, 1998.

3 Questionnaire response from Gordon Bowers, City of Burbank Police Department, January 7, 1998.

space for Development Option A. However, because the implementing ordinance includes a credit for demolition, there will be no fee collected. Lockheed Martin manufacturing facilities were demolished in the early 1990s, providing the property owner demolition credits calculated by the City to offset all potential development impact fees from the site. Additional demand for police protection equipment resulting from the implementation of Development Option A and the projected increased demand for service personnel would potentially result in increased response times for the project and surrounding areas. Increased demand for police personnel resulting from Development Option A will occur, and the City may or may not respond by hiring additional personnel. Should the City hire personnel, the cost would be funded by the City's General Fund. Increased tax revenues are anticipated to be contributed to the General Fund from increased sales tax and property tax generated by the project; however, there is no mechanism to ensure that these revenues will be allocated to the Police Department to offset the increased demand for new police related services and capital improvements resulting from the project. This is considered a significant impact anticipated for Development Option A. Mitigation Measure 5.1 is included to offset this impact.

Fire Protection

The Fire Department indicates that the proposed project would have a potentially significant impact on fire protection services. According to the Fire Department, the proposed project would require an additional ladder truck, 15 new personnel, a paramedic ambulance, and seven emergency medical/paramedic personnel. In addition, the extra workload placed on plan checks and inspection services from the proposed project would require at least one additional fire inspector during peak construction activity and at the time of occupancy inspection.[1]

For fire protection services, the proposed project would be assessed impact fees of $0.047 per square foot of office space and $0.023 per square foot of retail space. The assessment of development impact fees, however, will not be collected due to demolition credits allowed by the City ordinance. Therefore, demand for additional fire protection equipment and infrastructure resulting from the project would increase to a level whereby response times may be lengthened. The potential impact to fire protection would be potentially significant due to the possibility that emergency calls may be delayed to the site and surrounding areas.

As with police services, increased demand for fire personnel resulting from Development Option A may lead to increased response times for paramedics. Increased City tax revenues from the project would offset some of the cost to the City. However, because there are costs for services borne by the Fire Department that may not be covered by the City's General Fund, potentially significant impacts to fire protection services are anticipated for Development Option A. Mitigation Measure 5.1 is provided to offset this impact.

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[1] Telephone communication with Chief Darryl Forbes, City of Burbank Fire Department, December 16, 1999.

Public Transit

Transit ridership in the project area accounts for 5.5 percent of the total trips. With improvements to the regional transit system by the year 2015, this share is projected to increase to 7.4 percent in the future no build scenario. Development Option A is expected to increase transit ridership in the area by 486 in the morning peak hour and 594 the afternoon peak hour. Existing transit seat capacity serving the project area is 1,040 in the morning peak hour and 800 in the afternoon peak hour. Since estimated project transit represents almost 50 percent of current morning peak hour capacity and about 70 percent of afternoon peak hour capacity, additional transit capacity will be needed to serve the project area.

Transit service at the Five Points intersection (Victory Place, Victory Boulevard, and Burbank Boulevard) may be disrupted during construction and permanently relocated after realignment of Victory Boulevard. Temporary relocation of routes, route detours, and service disruption may have a secondary socioeconomic effect such as transit delay or more restricted transit opportunities, but no long-term significant physical impact on the environment. Mitigation Measure 7.15 requires the developer to prepare a construction schedule of traffic improvements and coordinate a traffic management plan with the City and the transit district. The Plan will be updated as construction progresses and available for public review. Implementation of Mitigation Measure 7.15 from Section 4.7, Transportation and Circulation, will reduce temporary construction related traffic impacts to below a level of significance. No significant adverse project or cumulative impacts related to public transit are anticipated for Development Option A.

Utility Services

Electricity

According to the City of Burbank PSD, the existing electrical distribution systems do not have sufficient capacity to supply the electric service demands of the proposed project.[1] The additional electrical capacity provided by the proposed on-site electrical service station is essential to accommodate the increased electrical service demand of the proposed project. Table 4.5.D shows the estimated electric service needs of the proposed project. Development Option A will require an estimated 16,759 KW (16.8 MW) of electricity at peak demand, and will consume an estimated 75,060 MWH of electricity annually.

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[1] Memorandum from JoAnn Davis, Administrative Officer, City of Burbank Public Service Department, October 16, 1997.

Table 4.5.D - Estimated Electric Service Demands

	Estimated Peak Demand (KW)	Estimated Annual Energy Consumption (MWH)
Option A	16,759	75,066
Option D1-A	11,697	53,396
Option D1-B	10,038	46,132
Option D1-C	12,309	55,791

Note: Peak demand of 7.5 watt/SF and an average load factor of 0.5 for office/retail and 0.6 for hotel uses. Load Factor = Annual Energy Consumption/8,760 (hours in a year) x Peak Demand.

Source: LSA Associates, Inc. (1999)

PSD estimates peak demand for the project to be greater than five MVA (based on service to an existing single user with similar demand). The electric service from a 34.5 KV system via a 34.5 to 12.47 KV customer station with at least two 34.5 KV subtransmission lines utilizing loop operation will be required. PSD proposes extension of two existing 34.5 KV lines near the B-1 site. The 34.5 KV lines used will depend upon the power flow, a required system study related to the project area and the location of the customer substation. The proposed project will provide an on-site electrical service substation to serve the project from the existing 34.5 KV lines. PSD estimates that the space required for a new customer station would require an area of approximately 15,000 square feet (150 x 100'), excluding a minimum of two (2) 20 foot access roads or driveway access. This facility has been programmed into the development proposal and an area within the B-1 portion has been reserved for the substation. Therefore, there will be no impact on electrical services.

The proposed reconfiguration of Victory Boulevard and the Five Points intersection, combined with providing service to the project, will require the following utility relocations:

- Relocate and underground about 2,100 feet of the 69,000 volt Olive-Valley transmission line along Victory Boulevard from south of Five Corners to Mariposa Street.

- Relocate and underground about 2,000 feet of the 34,500 volt Flower-Lincoln-Victory subtransmission line along Victory Boulevard from south of Five Corners to Mariposa Street.

- Relocate and underground about 1,500 feet of the 34,500 volt Burbank McCambridge #2 subtransmission line along Victory Boulevard from south of Five Corners to Five Corners and along Victory Place to 500 feet north of Five Corners.

- Extend 900 feet of underground distribution line along Victory Boulevard from Five Corners to Mariposa Street and along Mariposa Street to a riser pole in the alley north of Victory Boulevard, west of Mariposa Street.

- Relocate and underground about 2,100 feet of communication circuit along Victory Boulevard from south of Five Corners to Mariposa Street.

- Rearrange overhead electrical facilities to provide electric service to frontage on both sides of Victory Place from north of Five Corners to the animal shelter. Serve from 12kV Golden State-10 instead of Pacific-17 and Burbank-14.

- Provide new traffic signal and streetlight sources for realigned intersections.

- Relocate existing streetlight system or install new streetlight system if needed.[1]

Because the proposed project includes these planned relocations, sufficient electrical service will be maintained through the reconfigured streets and public right-of-way to continue to serve the surrounding areas without any disruption. The reconfigured service grid will also provide service to the project site when combined with the other electrical service connections described in this section or included as mitigation.

Without the additional capacity provided by the proposed on-site electrical substation, significant impacts to electrical service would occur, requiring a substation to be constructed off site. The on-site electrical substation will conform to specific design, construction, and related criteria required by the City of Burbank Public Service Department to ensure that the proposed construction of the on-site electrical substation and the planned utility relocations will reduce project impacts to electrical services to a level of insignificance.

Wastewater

A sewer study (*Sewer Study, Burbank Empire Center*, LEADS, December 11, 1997) was prepared for Development Option A, and is hereby incorporated by reference.

Proposed On-Site Improvements

The proposed B-1 and B-199 on-site sewer system will connect to existing sewer mains in adjacent streets. Wastewater from the entire B-1 portion of Development Option A will be conveyed to Service Area 4. (Rerouting of an eight inch lateral to the Soil Vapor Extraction System Plant from the Service Area 6 system occurred in 1997, requiring use of the Area 4 connection for the project.) Table 4.5.E, below, identifies the wastewater discharge from Development Option A.

As shown in Figure 4.5.3, the proposed on-site sewer system will connect to the Service Area 4 system with two 8 inch mains into the existing sewer main along Victory Place at the southeastern portion of the B-1 site. Due to the location of two small restaurants in the northern portion of the site, two 8 inch mains will be connected directly to the sewer main in Empire Avenue.

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[1] Memorandum, City of Burbank Public Service Department, Ronald Stassi, May 4, 1998.

The B-199 portion of the site will discharge into the Service Area 6 system through an eight inch main into an existing sewer main in the alley along the eastern property line. Also, one building on the northeast portion of the B-199 site will connect directly to the existing sewer main in the alley.

On-Site Wastewater Service Impacts

The total wastewater generated by the proposed project into Service Area 6 is 24,000 GPD, which is lower than the estimated 55,300 GPD into Service Area 6 for the Lockheed Martin Development assumed in the Master Plan. However, the total wastewater generated by Development Option A into Service Area 4 is 486,250 GPD, which is higher than the estimated wastewater generation of 227,800 GPD into Service Area 4 for the Lockheed Martin development assumed in the Master Plan. As shown in Table 4.5.E, the total projected wastewater discharge for Development Option A is 500,250 GPD. Compared to the wastewater generation assumed for the Lockheed Martin development in the Master Plan, this projected increase in wastewater discharge for Development Option A will have a significant impact on wastewater facilities. The developer is required by existing codes to pay applicable sewer facilities charges as established by the Public Works Department before a permit to connect to the Burbank sewer facilities is issued. By requiring these specific design features, in impacts will be below a level of significance.

Off-Site Wastewater Service System Impacts - Service Area 4

Development Option A will also result in a significant impact on Line 407D in Service Area 4. The sewer mains adjacent to and downstream of the B-1 portion of the project site include lines 401 through 410 and line 415. Line 407D is the only line that will be affected by the wastewater discharge from the B-1 portion of the project. This main is currently 15 inches in diameter with a maximum capacity of 5.517 cubic feet per second, compared to an anticipated design flow of 6.366 cubic feet per second in 2005. The Master Plan recommends that a parallel 15 inch sewer main be installed by the year 2005.

The increased sewage flows from the construction of the proposed project were estimated using the Los Angeles County sewer discharge rates. These sewer discharge rates are conservative; therefore, the 15 inch parallel sewer main in Victory Place may never be necessary. However, annual monitoring of Line 407D is recommended to be conducted to determine the need for and timing for construction of a parallel 15 inch sewer line. A significant deficiency in sewerage line capacity could result from the project. Mitigation Measure 5.3, requiring a parallel sewer line, will reduce the potential significant impact to Line 407D to below a level of significance.

Table 4.5.E - Total Projected Wastewater Discharge

	Wastewater Discharge (GPD)
Option A	500,250
Option D1-A	419,550
Option D1-B	326,000

Option D1-C	396,556

Source: *Sewer Study Burbank Empire Center, Burbank, California*, prepared by LEADS, December 11, 1997 and LSA Associates, Inc. (1999)

Off-Site Wastewater Service System Impacts - Service Area 6

There are no significant impacts to wastewater facilities in Service Area 6. The sewer mains adjacent to and downstream of the B-199 portion of the project site include lines 601 through 605. Lines 601 through 603 will primarily serve the project site, and will have adequate capacity for the sewer flows calculated for the base year 1989 in the Master Plan. Based on the Master Plan, these three sewer mains do not have adequate capacity to handle wastewater flows in the year 2005, and will require the construction of parallel sewer mains. However, the proposed project's projected wastewater discharge is 24,000 GPD less than the existing estimated wastewater generation of 55,300 GPD to Service Area 6 System for the Lockheed Martin site. Therefore, no significant adverse impacts are anticipated, and no mitigation measures are proposed. Significant adverse impacts to Lines 604 and 605 would not occur.

Concern has been raised by the City of Burbank PSD in regard to on-site and street tree plantings that could potentially interfere with operation and maintenance of water and wastewater lines. Placement of trees over water or wastewater lines could preclude access, and there is a potential for some tree root systems/growth of tree roots to invade water/wastewater lines and disrupt service. The developer is required by current plan check procedures to consult with Burbank PSD prior to initiating on-site and street frontage landscape design. Prior to issuance of street work permits and on-site grading permits, the developer is required to submit landscape plans to Burbank PSD for review and approval. Such plans provide detail on street tree placement, type of tree proposed, minimum setback from underground utilities, and root control methods so as to avoid all root damage. Such plans will be designed to avoid root damage to water and wastewater lines and provide minimum setbacks from such lines to maintain access for operation and maintenance. On-site and street frontage landscape design, as implemented through the City's plan check process, will protect wastewater line integrity and reduce this potentially significant impact to below a level of significance.

Solid Waste

Development Option A would generate 14,867 tons of solid waste annually, and would result in a potentially significant impact on landfill capacity outside the City of Burbank. The solid waste generated by the proposed project will be hauled by private haulers, thereby impacting private landfills outside the City. There is sufficient landfill capacity at the Bradley Landfill to accommodate approximately six to seven more years of solid waste generation. Proposed expansion at Sunshine Canyon and other potential sites in the area would provide landfill capacity well into the 21st century. If landfill capacity is not increased as planned, increased solid waste from the project and cumulative projects would incrementally increase a significant shortfall. The developer is required by existing codes to comply with source reduction or recycling requirements in effect at the time of building permit issuance in accordance with City waste control measures in effect at the time of building permit, subject to approval by the Public Works Department. For

implementation, the developer submits a waste reduction program to the Public Works Department, in accordance with the City's recycling program. This plan documents the project's target rate of recovering waste generated on site. The plan will also include architectural accommodations needed to facilitate such recycling activities. Impacts from the project on solid waste facilities are significant in that they add to the regional burden, which is growing at a greater rate than projected landfill capacity and is prompting landfill expansions and development of new landfills. Implementation of Mitigation Measures 5.4 and 5.5 are required to further reduce the potentially significant impact to solid waste capacity to below a level of significance.

Schools

This section addresses the potential for the Burbank Empire Center project to result in an increase in enrollment in the Burbank Unified School District. As a nonresidential project, the Master Plan will not result in any direct impacts to the school district. The project will, however, result in additional employment opportunities in Burbank. This employment growth may indirectly result in an increase in the population of the City and an associated increase in the number of students in Burbank public schools. A discussion of the potential for this indirect impact to have a significant effect on the school district is provided in this section.

It is difficult to analyze precisely the indirect effects of employment growth on school enrollment. The BUSD has suggested that the information on projected student enrollments and facility costs contained in the Development Impact Fee Justification Study (September, 1998) may be used to assess the impacts of the proposed Burbank Empire Center project on the District. It should be noted that this study, prepared to justify the collection of impact fees as allowed by State law, does not provide sufficient information to assess the potential for secondary indirect impacts from a nonresidential project. There are several assumptions in this study about the relationship of employment growth to student enrollment that can be used to provide a rough estimate of the number of students that may be generated as a result of the employment growth associated with the project.

The increase in enrollment resulting from the employment growth associated with the project would depend on several factors. The BUSD Fee Study states that new nonresidential development will add to the local workforce; however, only a portion of new employees will also live in the District. It is further stated that employees residing outside the District will have no impact on school facilities within the BUSD.

The study used Journey to Work information from the 1990 Census, which indicated that 35.5 percent of the employees in Burbank reside in the City. The number of employed persons per household is 1.27. This accounts for 0.79 homes per worker. This is less than one new home per new worker; many homes are expected to have more than one employed occupant.

Potential classroom overcrowding and the potential cost of constructing new classrooms are not, in and of themselves, adverse environmental effects. CEQA applies only to activities that will cause a physical change in the environment. A project's social and economic effects can be relevant to an EIR's analysis if the effects are shown to lead to physical impacts on the environment.

Senate Bill 50 (Chapter 407 of Statutes of 1998) (SB 50) sets forth a State school facilities construction program that includes restrictions on a City's ability to condition a project on mitigation of a project's impacts on school facilities in excess of fees set forth in Education Code Section 17620. These fees are collected by school districts at the time of issuance of building permits for commercial, industrial, and residential projects. Even though the school district may collect fees that partially offset a project's impacts on school facilities, under SB 50 an EIR for a development project must include analysis of these impacts for disclosure purposes and to determine whether or not there is a significant impact after school facilities fees are collected by the school district.

The current maximum State statutory development fee allowed to be levied for residential development is $1.93 per square foot, $0.31 per square foot for commercial development.

The analysis that follows concentrates on the predicted student population generated from the proposed project, possible measures that could be implemented to provide adequate facilities for that student population, and potential adverse impacts that could result from those choices.

Updated, districtwide student enrollment growth is projected by BUSD to increase from 14,358 in the 1997-98 school year to approximately 16,474 in the 2009-10 school year.[1] The elementary schools have been using relocatable classrooms to accommodate growth; however, all elementary schools are currently exceeding capacity. The middle and high schools are currently operating within capacity; however, some schools will begin to exceed available capacity starting in the 1999-2000 school year. As shown in Table 4.5.B, Luther and Muir Middle Schools are operating at 96 and 97 percent capacity, respectively, and Burbank High is operating at 97 percent capacity. Similar to the majority of the BUSD schools, these schools will exceed available capacity by the next school year.

The BUSD Development Impact Fee Study estimates of student enrollment from new development, although there is no proven correlation between job formation and the enrollment increase in BUSD. (Student enrollment actually increased over the period of 1990 to 1996, even with the closure of Lockheed facilities and the 1990-1995 recession.)[2] The BUSD Fee Study estimates that 0.79 households would be generated from each new job. Since 35.5 percent of employed residents reside in Burbank, 0.28 households are expected to be generated from each new job.

The BUSD Fee Study identifies student generation rates from new households. For every 100 single family units, the BUSD Fee Study estimates an increase in approximately 46 students district wide, with about 19 students in grades K-5, 12 students in grades 6-8, and 15 students in grades 9-12. For every 100 multifamily units, new student enrollment will increase by 28 students district wide, with 13 students in grades K-5, 6 students in grades 6-8, and 9 students in grades 9-12.

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1 Burbank Unified School District, *Long-Range Enrollment Projections*, October 2, 1997.

2 Telephone conversation with LeeAnn O'Toole, BUSD, January 27, 1998.

Table 4.5.F shows worst case new student enrollment from the proposed project based on employment projections. The student generation rate for single family homes provides the highest estimate of increased enrollment. As a worst case scenario, the new households (assumed to be single family residences for this analysis) generated by the proposed project are based on employment projections provided in Section 4.2, Population and Housing. Since multifamily homes would likely account for some of the new employee households, the actual increased student enrollment reported in this analysis as the worst case would not be as high as reported herein.

Table 4.5.F - Student Enrollment Projection in the BUSD

	Grades K-5	Grades 6-8	Grades 9-12	Total
Option A	244	156	188	588
Option D1-A	185	118	142	445
Option D1-B	119	76	91	286
Option D1-C	177	113	136	426

Source: LSA Associates, Inc. (1999)

Based on the current school impact fee of $0.31 per square foot of commercial space, Table 4.5.G shows estimated revenues expected to be generated from the proposed project.

Table 4.5.G - Estimated Revenues from Development Impact Fees

Development Option	Revenue
Option A	$327,918
Option D1-A	$186,000
Option D1-B	$ 34,100
Option D1-C	$446,859

Source: LSA Associates, Inc. (1999)

This revenue would partially mitigate the project's impacts on public school services, as they provide only a portion of funding for the costs of additional facilities required as a result of new development. Residential development for the new households generated by the proposed project would also raise additional revenues. The maximum fee assessed on new single family and multifamily residential development is currently $1.93 per square foot.

The existing facilities of the BUSD are operating at capacity, and increases in enrollment in the District will require additional facilities. For this reason, the BUSD considers any increases in enrollment to be a significant impact.

The cost of providing the facilities needed to accommodate additional students will depend on the type and amount of improvements made by the BUSD. As discussed

above, the latest Facilities Master Plan prepared by the BUSD includes several levels of funding and improvements. Only a small portion of the total anticipated costs of facilities for grades K-8 identified in the BUSD Facilities Master Plan is for the building of new classrooms to handle growth in enrollment. The funds needed to accommodate additional enrollment in the high schools is not clearly identified; however, the Facilities Master Plan predicts new facilities will be necessary in the year 2005 to accommodate anticipated student increases. With the information available, it would be speculative to estimate the cost of housing the additional students. Because new facilities will be needed to accommodate growth, including secondary growth resulting from the proposed project, significant, unavoidable adverse impacts on the public school services will occur and new facilities will have to be constructed. The shortfall is projected by the BUSD to be $78 million in 2005, as reported on page 4.5-7 of this EIR.

4.5.4 MITIGATION MEASURES - DEVELOPMENT OPTION A

Police Protection Services/Fire Protection Services

5.1 In order to reduce significant impacts to Police Department and Fire Department (paramedic) response time to the site and surrounding area, and to maintain average response time in the City, a police/fire/paramedic command station or an equivalent measure, as defined in the Development Agreement, shall be constructed on the site by the developer, at the developer's expense, to accommodate an office fully equipped with office equipment and furniture, police frequency radios, and one examination or interrogation room. The command station shall be located within the retail shopping area and shall be signed appropriately. The command station, or an equivalent safety program or measure demonstrated to avoid impact to police and fire response time, shall be located adjacent to the commercial center's management/security offices. The substation shall be operational upon occupancy of the retail portion of the B-1 area and shall be provided to the City as defined in the Development Agreement.

Transit

5.2 The Director, Public Works, shall coordinate construction and road closures with the transit district. One month lead time shall be used by the City for notification of the transit district for any street work that could affect a transit route. Transit route management and route detours shall be coordinated with Mitigation Measure 7.15 in Section 4.7, which requires that a traffic diversion management program be implemented.

Electricity

None required.

Wastewater

5.3 The developer shall contribute a fair share portion of the cost of a parallel 15 inch sewer main adjacent to line 407D, in the form of a bond, prior to City issuance of the first occupancy permit. The City shall install the 15 inch main prior to line 407D reaching 95 percent calculated capacity, or within five years of issuance of the first occupancy permit. Annual monitoring of Line 407D shall be conducted by the Public Works Department. The connection point of the on-site sewer system shall be at the downstream portion of the 1,338 foot pipe, shown in improvement plans to be reviewed and approved by the Public Works Department prior to issuance of permits. Should the installment of the sewer main not be required after five years after issuance of the first occupancy permit, the bond shall be released to the developer.

Solid Waste

5.4 Prior to occupancy permits, the project applicant shall prepare a Waste Management Plan for review and approval by the City of Burbank Public Works Department.

5.5 Final design plans shall clearly identify bin enclosures and recycle containers. Plans shall be submitted to the City of Burbank Public Works Department for review and approval. Recycling containers shall be provided by the developer to meet City waste reduction goals, as approved by the Director, Public Works Department.

Schools

None applicable. Mitigation of this impact is limited by State law. Senate Bill 50 (Chapter 407 of Statutes of 1998) (SB 50) set forth a State school facilities construction program that includes restrictions on a city's ability to condition a project to mitigate a project's impacts on school facilities, in excess of fees set forth in Education Code Section 17620. These fees are collected by school districts at the time of issuance of building permits for commercial, industrial, and residential projects.

4.5.5 CUMULATIVE IMPACTS - DEVELOPMENT OPTION A

Due to the nature of the services and utilities discussed in this section and the analysis performed for each service and utility, cumulative demand for services and utilities is taken into consideration in the above analysis. In each case, developer fees are assessed or improvements are recommended to offset project impacts based upon cumulative projected demand for those services. Citywide developer impact fees enacted by City ordinance are based on demonstrated need for facilities, documented in reports justifying the fees based on documented projections. These fees are collected throughout the City, to the extent allowed by ordinance, net demolition credits to offset cumulative impacts, including the cumulative impacts of the proposed development. Non-city utilities, electrical, gas, and telephone services are already available in the project area. Responses from these utility providers indicate that there is capacity to serve the

proposed development. Each service or utility is specifically addressed for cumulative impacts in Section 4.5.3, Impacts-Development Option A.

Each project impact for the services and utilities analyzed above, considers Citywide reasonably foreseeable projects. A list of these projects is provided below:

Project	**Location**	**Status**
AMC Theater Complex Planned Development No. 98-2 Theaters - 16 screens Restaurant - 31,132 sf Office - 10,800 sf Retail - 76,190 sf Health Club - 44,590 sf	100 E. Palm Avenue	Approved on August 3, 1999
Regent Properties Planned Development No. 98-3 Hotel - 300 rooms Office - 209,000 sf Retail - 68,180 sf Theater - 6 screens Masonic Lodge - 13,200 sf	300 E. Olive Avenue	Approved on July 20, 1999
Elks Lodge and Office Building Conditional Use Permit No. 99-30 Office - 60,000 sf Elks Lodge - 14,000 sf	2240 N. Hollywood Way	Approved on November 22, 1999
M. David Paul Planned Development No. 96-2 Office - 650,000 sf	3100 Empire Avenue	Approved on April 15, 1997
J.H. Snyder Planned Development No. 89-6 Office - 585,000 sf	3300 W. Olive Avenue	Approved on December 19, 1996
Marriott Residence Inn Planned Development No. 99-4 Hotel - 253 rooms Restaurant - 4,000 sf Meeting Rooms - 4,000		
Menasco Mixed Use 26 acres/Plus 19 additional acres		
Lockheed A-1 North Office/Industrial - 630,000 sf		
Glendale	Airport Expansion	

The following cumulative potentially significant impacts from this analysis are listed below:

1. Potentially substantial increase in average police emergency response time.
2. Potentially substantial increase in average fire/paramedic emergency response time.
3. Potentially significant impact to transit service during street construction.
4. Potentially significant impact to wastewater service.
5. Potentially significant impact to solid waste facilities.
6. Potentially significant impact to school services.

Mitigation is required for each of these impacts, except as prohibited for school impacts by State law.

4.5.6 LEVEL OF SIGNIFICANCE AFTER MITIGATION - DEVELOPMENT OPTION A

With implementation of Mitigation Measures 5.1 through 5.5, Development Option A impacts to public services and utilities are reduced to below a level of significance. Cumulative impacts are lessened to below a level of significance with implementation of mitigation measures.

Cumulative adverse impacts related to BUSD educational facilities are lessened with the implementation of collection of development fees. These cumulative impacts are not eliminated due to the District's existing and projected shortfall to satisfy projected demand, and the additional demand created by the project for additional capacity and new facilities. Senate Bill 50 (Chapter 407 of Statutes of 1998) (SB 50) set forth a State school facilities construction program that includes restrictions on a city's ability to condition a project to mitigate a project's impacts on school facilities, in excess of fees set forth in Education Code Section 17620. These fees are collected by school districts at the time of issuance of building permits for commercial, industrial, and residential projects. Even though the school district may collect fees that partially off set a project's impacts on school facilities, under SB 50, an EIR for a development project must include analysis of these impacts for disclosure purposes and to determine whether or not there is a significant impact after school facilities fees are collected by the school district. This EIR complies with these requirements.

4.5.7 IMPACTS - DEVELOPMENT OPTION D1-A

Less than Significant Impacts

Utility Services

Natural Gas

The demand for natural gas would be unchanged or reduced compared to Development Option A due to the decrease in building square footage and overall less density on site. Mitigation measures are not warranted, and the impact to natural gas is considered below a level of significance.

Telephone

The demand for telephone services would be unchanged or reduced compared to Development Option A due to the decrease in building square footage and overall less building density on site. Mitigation measures are not warranted, and the impact to telephone service is considered below a level of significance.

Cable Television

The demand for cable television services would be unchanged or reduced compared to Development Option A due to the decrease in building square footage and overall less building density on site. Mitigation measures are not warranted, and the impact to cable television service is considered below a level of significance.

Potentially Significant Impacts

Police Protection

The impact on police protection services would be unchanged or reduced compared to Development Option A due to the decrease in building square footage and overall less building density on site. Development Option D1-A would require no more than the number of additional staff and patrol units required for Development Option A.

For police protection services, the proposed project would normally be assessed impact fees of $0.22 per square foot of office space and $0.11 per square foot of retail space.[1] However, this fee will not be collected due to demolition credits allowed by City ordinance. The potential impact to police protection services may cause a substantial effect by increasing the response time for service calls to the site and possibly to the surrounding area.

Development impact fees will not be collected to offset impacts to infrastructure and capital improvements. Impacts may also result from increased demand for service personnel. Increased demand for police personnel resulting from Development Option D1-A will occur, and the City may or may not respond by hiring additional personnel. The combined effect of increased demand for capital improvements and increased service may create a significant impact. Mitigation Measure 5.1 is provided to offset this impact.

Fire Protection

The impact on fire protection services would be unchanged or reduced compared to Development Option A due to the decrease in building square footage and overall less building density on site. Development Option D1-A would require no more than the number of additional staff and truck facilities required for Development Option A.

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[1] Recht Hausrath & Associates. *Development Impact Fee Report*, March 1991.

For fire protection services, the proposed project would normally be assessed impact fees of $0.047 per square foot of office space and $0.023 per square foot of retail space.[1] However, this fee will not be collected due to demolition credits allowed by City ordinance. The project will create new demand for additional fire protection equipment and infrastructure resulting from Development Option D1-A. This additional demand for fire protection equipment and infrastructure resulting from the project would be a potentially significant impact because the increased demand may exceed the Fire Department's ability to respond within an acceptable response time of five minutes. Mitigation Measure 5.1 is provided to offset this impact.

Public Transit

The impact on public transit services would be unchanged or reduced compared to Development Option A due to the decrease in building square footage and overall less building density on site. Development Option D1-A is expected to increase transit ridership in the area by 356 in the morning peak hour and 431 in the afternoon peak hour.

Transit service at the Five Points intersection may be disrupted during construction and permanently relocated after realignment of Victory Boulevard. Temporary relocation of routes, route detours, and service disruption may have a socioeconomic effect but no physical impact on the environment. Mitigation Measure 7.15 requires the developer to prepare a construction schedule of traffic improvements and coordinate a traffic management plan with the City and the transit district. The plan will be updated as construction progresses, and will be available for public review. Implementation of Mitigation Measure 7.15 from Section 4.7, Transportation and Circulation, will reduce temporary construction related traffic impacts to below a level of significance.

Utility Services

Electricity

As identified for Development Option A, the existing electrical distribution systems do not have sufficient capacity to supply the electric service demand for the project. Since Development Option D1-A proposes less building square footage than Development Option A, the electrical demands will be less, compared to Development Option A; however, additional electricity capacity will be required. Construction of the proposed on-site power substation will reduce impacts to below a level of significance.

The utility relocations identified under Development Option A would be unchanged with implementation of Development Option D1-A.

Wastewater

A revised sewer study (Revised Sewer Study, Burbank Empire Center, Development Resource Consultants, April 9, 1999) was prepared for Development Option D1-A. The revised sewer study shows the existing wastewater collection system Master Plan from Development Option D1-A, which is expected to have fewer impacts on the existing

sewer infrastructure than Development Option A. This is due to the fact that the office component of the development is being reduced by 40 percent, which results in an overall reduction in the sewer discharge by the B-1 site. However, the same mitigation as required for Option A is still warranted to offset the same potentially significant impacts as for Development Option D1-A.

Proposed On-Site Improvements

As shown in Figure 4.5.4, the proposed on-site sewer system will connect to the Service Area 4 system with two 8 inch mains into the existing sewer main along Victory Place at the southeastern portion of the B-1 site. Due to the location of two small restaurants in the northern portion of the site, two 8 inch mains will be connected directly to the sewer main in Empire Avenue.

The B-199 portion of the site will discharge into the Service Area 6 system through an eight inch main into an existing sewer main in the alley along the eastern property boundary. Also, one building on the northeast portion of the B-199 site will connect directly to the existing sewer main in the alley. The proposed B-1 and B-199 on-site sewer system will connect to existing sewer mains in adjacent streets, and will not require new public sewer lines/mains.

According to the revised Sewer Study, the proposed project will decrease the impact on existing sewer mains in Empire Avenue and Victory Place, due to the construction of on-site sewer facilities. These facilities will benefit the City of Burbank by decreasing discharge into existing sewer mains upstream of Line 407D.[1]

On-Site Wastewater Service Impacts

The estimated total average daily flow of wastewater for Development Option D1-A is 419,500 GPD, or comparatively lower than the 500,250 GPD projected for Development Option A. However, the total projected wastewater generation for Development Option A is higher than the estimated wastewater generation for the Lockheed Martin development assumed in the Master Plan. The projected increase in wastewater discharge for Development Option D1-A will have a potential significant impact on wastewater facilities. By requiring specific design features and sewer facilities, Mitigation Measure 5.3 will reduce any potential significant impacts to wastewater facilities to below a level of significance.

Off-Site Wastewater Service System Impacts - Service Area 4

Development Option D1-A will have a significant impact on Line 407D in Service Area 4 in 2005. The sewer mains adjacent to and downstream of the B-1 portion of the project site include lines 401 through 410 and line 415. Line 407D is the only line that will be affected by the wastewater discharge from the B-1 portion of the project. This

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[1] Correspondence from Development Resource Consultants, Inc., April 9, 1999.

main is currently 15 inches in diameter with a maximum capacity of 5.517 cubic feet per second compared to an anticipated design flow of 6.366 cubic feet per second in 2005.

The increased sewer flows from the construction of the proposed project were estimated using the Los Angeles County sewer discharge rates. Line 407D in System 4 will need to be upgraded with the installation of a 15 inch parallel sewer main. These sewer discharge rates are conservative; therefore, the 15 inch parallel sewer main in Victory Place may never be necessary. It is recommended that annual monitoring of Line 407D be conducted to determine the need for and timing for construction of a parallel 15 inch sewer line. Mitigation Measure 5.3, requiring a parallel sewer line, will reduce any significant impact to Line 407D to below a level of significance.

Off-Site Wastewater Service System Impacts - Service Area 6

There are no significant impacts to wastewater facilities in Service Area 6. The sewer mains adjacent to and downstream of the B-199 portion of the project site include lines 601 through 605. Lines 601 through 603 will primarily serve the project site, and will have adequate capacity for the sewer flows calculated for the base year 1989 in the Master Plan. Based on the Master Plan, these three sewer mains do not have adequate capacity to handle wastewater flows in the year 2005, and will require the construction of parallel sewer mains. However, the proposed project's projected wastewater discharge is 24,000 GPD less than the existing estimated wastewater generation of 55,300 GPD to Service Area 6 System for the Lockheed Martin site. Therefore, no significant adverse impacts are anticipated, and no mitigation measures are proposed. Significant adverse impacts to Lines 604 and 605 would not occur.

Concern has been raised by the City of Burbank PSD in regard to on-site and street tree plantings that could potentially interfere with operation and maintenance of water and wastewater lines. Placement of trees over water or wastewater lines could preclude access, and there is a potential for some tree root systems/growth of tree roots to invade water/wastewater lines and disrupt service. Implementation of the City's standard plan check procedures, requiring on-site and street frontage landscape design to be approved by City departments, will protect wastewater line integrity and reduce this impact to below a level of significance.

Solid Waste

Development Option D1-A would generate approximately 11,642 tons of solid waste annually, and would result in a potentially significant impact on landfill capacity outside of the City of Burbank. The solid waste generated by the proposed project will be hauled by private contractors to public landfills, thereby impacting private landfills outside the City. As stated under Development Option A, there is sufficient landfill capacity at the Bradley Landfill to accommodate approximately seven more years of solid waste generation. Proposed expansion at Sunshine Canyon and other potential sites in the area would provide landfill capacity well into the 21st century. If landfill capacity is not increased as planned, solid waste generated by Development Option D1-A and cumulative projects would incrementally increase a significant shortfall. Implementation of Mitigation Measures 5.4 and 5.5 will reduce the potentially significant impact to solid waste capacity to below a level of significance.

Schools

The impact on school services in the BUSD would be unchanged or reduced compared to Development Option A due to the decrease in building square footage and overall less building density on site. Development Option D1-A would require no more than the number of additional staff and school facilities required for Development Option A.

For school services, the project would be assessed impact fees of $0.31 per square foot commercial/industrial space. The assessment of development impact fees would only partially offset impacts on the school district's ability to address increased demand for additional school services.

4.5.8 MITIGATION MEASURES - DEVELOPMENT OPTION D1-A

The Mitigation Measures for Development Option A also apply to Development Option D1-A.

4.5.9 CUMULATIVE IMPACTS - DEVELOPMENT OPTION D1-A

Due to the nature of the services and utilities discussed in this section and the analysis performed for each service and utility, cumulative demand for services and utilities is taken into consideration in the above analysis. In each case, developer fees are assessed or improvements are recommended to offset project impacts based upon cumulative projected demand for those services. Citywide developer impact fees enacted by City ordinance are based on demonstrated need for facilities, documented in reports justifying the fees based on documented projections. Non-city utilities, electrical, gas, and telephone services are already available in the project area. Responses from these utility providers indicate that there is capacity to serve the proposed development. Each service or utility is specifically addressed for cumulative impacts in Section 4.5.7, Impacts-Development Option D1-A.

Each project impact for the services and utilities analyzed above, considers Citywide reasonably foreseeable projects. A list of these projects is provided on page 4.5-33.

The following cumulative potentially significant impacts from this analysis are listed below:

1. Potentially substantial increase in average police emergency response time.
2. Potentially substantial increase in average fire/paramedic emergency response time.
3. Potentially significant impact to transit service during street construction.
4. Potentially significant impact to wastewater service.
5. Potentially significant impact to solid waste facilities.
6. Potentially significant impact to school services.

Mitigation is required for each of these impacts, except as prohibited for school impacts by State law.

4.5.10 LEVEL OF SIGNIFICANCE AFTER MITIGATION - DEVELOPMENT OPTION D1-A

With implementation of Mitigation Measures 5.1 through 5.5, Development Option D1-A impacts to public services and utilities are reduced to below a level of significance. Cumulative impacts are lessened to below a level of significance with implementation of mitigation measures.

Cumulative adverse impacts related to BUSD educational facilities are minimized with the collection of State authorized fees. However, these cumulative impacts are not eliminated due to the project's contribution to the District's existing and projected demand for additional capacity and new facilities, beyond what will be paid for by these fees. Senate Bill 50 (Chapter 407 of Statutes of 1998) (SB 50) set forth a State school facilities construction program that includes restrictions on a city's ability to condition a project to mitigate a project's impacts on school facilities, in excess of fees set forth in Education Code Section 17620. These fees are collected by school districts at the time of issuance of building permits for commercial, industrial, and residential projects. Even though the school district may collect fees that partially off set a project's impacts on school facilities, under SB 50, an EIR for a development project must include analysis of these impacts for disclosure purposes and to determine whether or not there is a significant impact after school facilities fees are collected by the school district. This EIR complies with these requirements.

4.5.11 IMPACTS - DEVELOPMENT OPTION D1-B

Less than Significant Impacts

Utility Services

Natural Gas

The demand for natural gas resulting from implementation of Development Option D1-B would be unchanged or reduced compared to Development Option A due to the decrease in building square footage and overall less density on site. Mitigation measures are not warranted, and the impact to natural gas is considered to be below a level of significance.

Telephone

The demand for telephone service resulting from implementation of Development Option D1-B would be unchanged or reduced compared to Development Option A due to the decrease in building square footage and overall less building density on site. Mitigation measures are not warranted, and the impact to telephone service is considered to be below a level of significance.

Cable Television

The demand for cable television service resulting from implementation of Development Option D1-B would be unchanged or reduced compared to Development Option A due

to the decrease in building square footage and overall less building density on site. Mitigation measures are not warranted, and the impact to cable television service is considered to be below a level of significance.

Potentially Significant Impacts

Police Protection

The impact on police protection services resulting from implementation of Development Option D1-B would be unchanged or reduced compared to Development Option A due to the decrease in building square footage and overall less building density on site. Development Option D1-B would require no more than the number of additional staff and patrol units identified for Development Option A. In addition, the secured campus provided by the studio alternative should further reduce this impact.

For police protection services, the proposed project would normally be assessed impact fees of $0.22 per square foot of office space and $0.11 per square foot of retail space.[1] However, this fee will not be collected due to demolition credits allowed by City ordinance. The potential impact to police protection services may cause a substantial effect by increasing the response time for service calls to the site and possibly to the surrounding area.

Development impact fees will not be collected to offset impacts to infrastructure and capital improvements. Impacts may also result from increased demand for service personnel. Increased demand for police personnel resulting from Development Option D1-B will occur, and the City may or may not respond by hiring additional personnel. The combined effect of increased demand for capital improvements and increased service may create a significant impact. Mitigation Measure 5.1 is provided to offset this impact.

Fire Protection

The impact on fire protection services would be unchanged or reduced compared to Development Option A due to the decrease in building square footage and overall less building density on site. Development Option D1-B would require no more than the number of additional staff and truck facilities required for Development Option A.

For fire protection services, the proposed project would normally be assessed impact fees of $0.047 per square foot of office space and $0.023 per square foot of retail space.[2] However, this fee will not be collected due to demolition credits allowed by City ordinance. The project will create new demand for additional fire protection equipment and infrastructure resulting from Development Option D1-A. This additional demand for fire protection equipment and infrastructure resulting from the project would be a potentially significant impact because the increased demand may exceed the Fire

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[1] Recht Hausrath & Associates. *Development Impact Fee Report,* March 1991.

[2] Recht Hausrath & Associates. *Development Impact Fee Report,* March 1991.

Department's ability to respond within an acceptable response time of five minutes. Mitigation Measure 5.1 is provided to offset this impact.

Public Transit

The impact on public transit services would be unchanged or reduced compared to Development Option A due to the decrease in building square footage and overall less building density on site. Development Option D1-B is expected to increase transit ridership in the area by 385 in the morning peak hour and 435 in the afternoon peak hour.

Transit service at the Five Points intersection may be disrupted during construction and permanently relocated after realignment of Victory Boulevard. Temporary relocation of routes, route detours, and service disruption may have a socioeconomic effect but no physical impact on the environment. Mitigation Measure 7.15 in Section 7.0 requires the developer to prepare a construction schedule of traffic improvements and coordinate a traffic management plan with the City and the transit district. The plan will be updated as construction progresses and will be available for public review. Implementation of Mitigation Measures 7.15 from Section 4.7, Transportation and Circulation, will reduce temporary construction related traffic impacts to below a level of significance.

Utility Services

Electricity

As identified for Development Option A, the existing electrical distribution systems do not have sufficient capacity to supply the electric service demand for the project. Since Development Option D1-B proposes less building square footage than Development Option A, the electrical demands will be less compared to Development Option A; however, additional electricity capacity will be required. Additionally, the studio uses proposed do not require the same electrical demands as office uses. Construction of the proposed on-site power substation will reduce impacts to below a level of significance.

The utility relocations identified under Development Option A would be unchanged with implementation of Development Option D1-B.

Wastewater

The impacts to wastewater resulting from implementation of Development Option D1-B would be less than the wastewater flows resulting from Development Option D1-A. The only difference between the two development options is the development on the west end of the B-1 site where a studio complex is proposed in Option D1-B and office use is proposed in Option D1-A. The studio complex land use requires much less sewer

infrastructure than an office development based on the total square footage.[1] As shown in Table 4.5.E, Option D1-B is expected to generate 326,000 GPD of wastewater while Option A and D1-A is expected to generate 500,250 GPD and 419,550 GPD, respectively. However, the same mitigation as required for Option A is still warranted to offset the same potentially significant impacts as for Development Option D1-A.

Proposed On-Site Improvements

As shown in Figure 4.5.4, the proposed on-site sewer system will connect to the Service Area 4 system with two 8 inch mains into the existing sewer main along Victory Place at the southeastern portion of the B-1 site. Due to the location of two small restaurants in the northern portion of the site, two 8 inch mains will be connected directly to the sewer main in Empire Avenue.

The B-199 portion of the site will discharge into the Service Area 6 system through an eight inch main into an existing sewer main in the alley along the eastern property boundary. Also, one building on the northeast portion of the B-199 site will connect directly to the existing sewer main in the alley. The proposed B-1 and B-199 on-site sewer system will connect to existing sewer mains in adjacent streets, and will not require new public sewer lines/mains.

According to the revised Sewer Study, the proposed project will decrease the impact on existing sewer mains in Empire Avenue and Victory Place, due to the construction of on-site sewer facilities. These facilities will benefit the City of Burbank by decreasing discharge into existing sewer mains upstream of Line 407D.[2]

On-Site Wastewater Service Impacts

The estimated total average daily flow of wastewater for Development Option D1-B is 419,500 GPD, or comparatively lower than the 500,250 GPD projected for Development Option A. However, the total projected wastewater generation for Development Option D1-B is higher than the estimated wastewater generation for the Lockheed Martin development assumed in the Master Plan. The projected increase in wastewater discharge for Development Option D1-B will have a potential significant impact on wastewater facilities. By requiring specific design features and sewer facilities, Mitigation Measure 5.3 will reduce any potential significant impacts to wastewater facilities to below a level of significance.

Off-Site Wastewater Service System Impacts - Service Area 4

Development Option D1-B will have a significant impact on Line 407D in Service Area 4 in 2005. The sewer mains adjacent to and downstream of the B-1 portion of the

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1 Development Resource Consultants, *Revised Sewer Study, Burbank Empire Center*, April 9, 1999.

2 Correspondence from Development Resource Consultants, Inc., April 9, 1999.

project site include lines 401 through 410 and line 415. Line 407D is the only line that will be affected by the wastewater discharge from the B-1 portion of the project. This main is currently 15 inches in diameter with a maximum capacity of 5.517 cubic feet per second compared to an anticipated design flow of 6.366 cubic feet per second in 2005.

The increased sewer flows from the construction of the proposed project were estimated using the Los Angeles County sewer discharge rates. Line 407D in System 4 will need to be upgraded with the installation of a 15 inch parallel sewer main. These sewer discharge rates are conservative; therefore, the 15 inch parallel sewer main in Victory Place may never be necessary. Annual monitoring of Line 407D is recommended to be conducted to determine the need for and timing for construction of a parallel 15 inch sewer line. Mitigation Measure 5.5, requiring a parallel sewer line, will reduce any significant impact to Line 407D to below a level of significance.

Off-Site Wastewater Service System Impacts - Service Area 6

There are no significant impacts to wastewater facilities in Service Area 6. The sewer mains adjacent to and downstream of the B-199 portion of the project site include lines 601 through 605. Lines 601 through 603 will primarily serve the project site and have adequate capacity for the sewer flows calculated for the base year 1989 in the Master Plan. Based on the Master Plan, these three sewer mains do not have adequate capacity to handle wastewater flows in the year 2005, and will require the construction of parallel sewer mains. However, the proposed project's projected wastewater discharge is 24,000 GPD less than the existing estimated wastewater generation of 55,300 GPD to Service Area 6 System for the Lockheed Martin site. Therefore, no significant adverse impacts are anticipated, and no mitigation measures are proposed. Significant adverse impacts to Lines 604 and 605 would not occur.

Concern has been raised by the City of Burbank PSD in regard to on-site and street tree plantings that could potentially interfere with operation and maintenance of water and wastewater lines. Placement of trees over water or wastewater lines could preclude access, and there is a potential for some tree root systems/growth of tree roots to invade water/wastewater lines and disrupt service. Implementation of the City's standard plan check procedures requiring on-site and street frontage landscape design, will protect wastewater line integrity and reduce this impact to below a level of significance.

Solid Waste

Development Option D1-B would generate approximately 9,226 tons of solid waste annually, and would result in a potentially significant impact on landfill capacity outside of the City of Burbank. The solid waste generated by the proposed project will be hauled by private developers, thereby impacting private landfills outside the City. As stated under Development Option A, there is sufficient landfill capacity at the Bradley Landfill to accommodate approximately seven more years of solid waste generation. Proposed expansion at Sunshine Canyon and other potential sites in the area would provide landfill capacity well into the 21st century. If landfill capacity is not increased as planned, solid waste generated by Development Option D1-B and cumulative projects would incrementally increase a significant shortfall. Implementation of Mitigation

Measures 5.4 and 5.5 will reduce the potentially significant project impact to solid waste capacity to below a level of significance.

Schools

The impact on school services in the BUSD would be unchanged or reduced compared to Development Option A due to the decrease in building square footage and overall less building density on site. Development Option D1-B would require no more than the number of additional staff and school facilities required for Development Option A.

For school services, the project would be assessed impact fees of $0.31 per square foot commercial/industrial space. The assessment of development impact fees would only partially offset impacts on the school district's ability to address increased demand for additional school services.

4.5.12 MITIGATION MEASURES - DEVELOPMENT OPTION D1-B

The mitigation measures for Development Option A also apply to Development Option D1-B.

4.5.13 CUMULATIVE IMPACTS - DEVELOPMENT OPTION D1-B

Due to the nature of the services and utilities discussed in this section and the analysis performed for each service and utility, cumulative demand for services and utilities is taken into consideration in the above analysis. In each case, developer fees are assessed or improvements are recommended to offset project impacts based upon cumulative projected demand for those services. Citywide developer impact fees enacted by City ordinance are based on demonstrated need for facilities, documented in reports justifying the fees based on documented projections. Non-city utilities, electrical, gas, and telephone services are already available in the project area. Responses from these utility providers indicate that there is capacity to serve the proposed development. Each service or utility is specifically addressed for cumulative impacts in Section 4.5.11, Impacts-Development Option D1-B.

Each project impact for the services and utilities analyzed above, considers Citywide reasonably foreseeable projects. A list of these projects is provided on page 4.5-33.

The following cumulative potentially significant impacts from this analysis are listed below:

1. Potentially substantial increase in average police emergency response time.
2. Potentially substantial increase in average fire/paramedic emergency response time.
3. Potentially significant impact to transit service during street construction.
4. Potentially significant impact to wastewater service.
5. Potentially significant impact to solid waste facilities.
6. Potentially significant impact to school services.

Mitigation is required for each of these impacts, except as prohibited for school impacts by State law.

4.5.14 LEVEL OF SIGNIFICANCE AFTER MITIGATION - DEVELOPMENT OPTION D1-B

With implementation of Mitigation Measures 5.1 through 5.5, Development Option D1-B impacts to public services and utilities are reduced to below a level of significance. Cumulative impacts are lessened to below a level of significance with implementation of mitigation measures.

Cumulative adverse impacts related to BUSD educational facilities are minimized with the collection of State authorized fees. However, these cumulative impacts are not eliminated due to the project's contribution to the District's existing and projected demand for additional capacity and new facilities, beyond what will be paid for by these fees. Senate Bill 50 (Chapter 407 of Statutes of 1998) (SB 50) set forth a State school facilities construction program that includes restrictions on a city's ability to condition a project to mitigate a project's impacts on school facilities, in excess of fees set forth in Education Code Section 17620. These fees are collected by school districts at the time of issuance of building permits for commercial, industrial, and residential projects. Even though the school district may collect fees that partially off set a project's impacts on school facilities, under SB 50, an EIR for a development project must include analysis of these impacts for disclosure purposes and to determine whether or not there is a significant impact after school facilities fees are collected by the school district. This EIR complies with these requirements.

4.5.15 IMPACTS - DEVELOPMENT OPTION D1-C

Less Than Significant Impacts

Utility Services

Natural Gas

The demand for natural gas would be unchanged or reduced compared to Development Option A, due to the decrease in building square footage and overall less density on site. Mitigation measures are not warranted, and the impact to natural gas is considered below a level of significance.

Telephone

The demand for telephone services would be unchanged or reduced compared to Development Option A, due to the decrease in building square footage and overall less building density on site. Mitigation measures are not warranted, and the impact to telephone service is considered below a level of significance.

Cable Television

The demand for cable television services would be unchanged or reduced compared to Development Option A, due to the decrease in building square footage and overall less building density on site. Mitigation measures are not warranted, and the impact to cable television service is considered below a level of significance.

Potentially Significant Impacts

Police Protection

The impact on police protection services would be unchanged or reduced compared to Development Option A, due to the decrease in building square footage and overall less building density on site. Development Option D1-A would require no more than the number of additional staff and patrol units required for Development Option A.

For police protection services, the proposed project would normally be assessed impact fees of $0.22 per square foot of office space and $0.11 per square foot of retail space.[1] However, this fee will not be collected, due to demolition credits allowed by City ordinance. The potential impact to police protection services may cause a substantial effect by increasing the response time for service calls to the site and possibly to the surrounding area.

Development impact fees will not be collected to offset impacts to infrastructure and capital improvements. Impacts may also result from increased demand for service personnel. Increased demand for police personnel resulting from Development Option D1-C will occur, and the City may or may not respond by hiring additional personnel. The combined effect of increased demand for capital improvements and substantially increased service response times may create a significant impact. Mitigation Measure 5.1 is provided to offset this impact.

Fire Protection

The impact on fire protection services would be unchanged or reduced compared to Development Option A, due to the decrease in building square footage and overall less building density on site. Development Option D1-C would require no more than the number of additional staff and truck facilities required for Development Option A.

For fire protection services, the proposed project would normally be assessed impact fees of $0.047 per square foot of office space and $0.023 per square foot of retail space.[1] However, this fee will not be collected, due to demolition credits allowed by City ordinance. The project will create new demand for additional fire protection equipment and infrastructure resulting from Development Option D1-C. This additional demand for fire protection equipment and infrastructure resulting from the project would be a potentially significant impact, because the increased demand may exceed the Fire

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[1] Recht Hausrath & Associates. *Development Impact Fee Report*, March 1991.

Department's ability to respond within an acceptable response time of five minutes. Mitigation Measure 5.1 is provided to offset identified impacts.

Public Transit

The impact on public transit services would be unchanged or reduced compared to Development Option A, due to the decrease in building square footage and overall less building density on site. Development Option D1-C is expected to increase transit ridership in the area by 346 in the morning peak hour and 462 in the afternoon peak hour.

Transit service at the Five Points intersection may be disrupted during construction and permanently relocated after realignment of Victory Boulevard. Temporary relocation of routes, route detours, and service disruption may have a socioeconomic effect, but no physical impact on the environment. Mitigation Measure 7.15 requires the developer to prepare a construction schedule of traffic improvements and coordinate a traffic management plan with the City and the transit district. The plan will be updated as construction progresses, and will be available for public review. Implementation of Mitigation Measure 7.15 from Section 4.7, Transportation and Circulation, will reduce temporary construction related traffic impacts to below a level of significance.

Utility Services

Electricity

As identified for Development Option A, the existing electrical distribution systems do not have sufficient capacity to supply the electric service demand for the project. Since Development Option D1-C proposes less building square footage than Development Option A, the electrical demands will be less compared to Development Option A; however, additional electricity capacity will be required. Construction of the proposed on-site power substation will reduce impacts to below a level of significance.
The utility relocations identified under Development Option A would be unchanged with implementation of Development Option D1-C.

Wastewater

A revised sewer study (Revised Sewer Study, Burbank Empire Center, Development Resource Consultants, April 9, 1999) was prepared for Development Option D1-A. Since Development Option D1-C proposes slightly less building square footage (approximately 26,000 square feet), the revised sewer study conducted for Option D1-A is used. The revised sewer study shows the existing wastewater collection system Master Plan from Development Option D1-A, which is expected to have fewer impacts on the existing sewer infrastructure than Development Option A. This is due to the fact that the office component of the development is being reduced by 40 percent, which results in an overall reduction in the sewer discharge by the B-1 site. As shown in Table 4.5.E, Option D1-C is expected to generate 396,556 GPD of wastewater while Options A and D1-A are expected to generate 500,250 GPD and 419,550 GPD, respectively.

However, the same mitigation as is required for Option A is still warranted to offset the same potentially significant impacts as for Development Option D1-C.

Proposed On-Site Improvements

As shown in Figure 4.5.5, the proposed on-site sewer system will connect to the Service Area 4 system with two 8 inch mains into the existing sewer main along Victory Place, at the southeastern portion of the B-1 site. Due to the location of two small restaurants in the northern portion of the site, two 8 inch mains will be connected directly to the sewer main in Empire Avenue.

The B-199 portion of the site will discharge into the Service Area 6 system through an eight inch main into an existing sewer main in the alley along the eastern property boundary. Also, one building on the northeast portion of the B-199 site will connect directly to the existing sewer main in the alley. The proposed B-1 and B-199 on-site sewer system will connect to existing sewer mains in adjacent streets, and will not require new public sewer lines/mains.

According to the revised Sewer Study, the proposed project will decrease the impact on existing sewer mains in Empire Avenue and Victory Place, due to the construction of on-site sewer facilities. These facilities will benefit the City of Burbank by decreasing discharge into existing sewer mains upstream of Line 407D.[1]

On-Site Wastewater Service Impacts

The estimated total average daily flow of wastewater for Development Option D1-C is 396,556 GPD, or comparatively lower than the 500,250 GPD projected for Development Option A. However, the total projected wastewater generation for Development Option D1-C is higher than the estimated wastewater generation for the Lockheed Martin development assumed in the Master Plan. The projected increase in wastewater discharge for Development Option D1-C will have a potentially significant impact on wastewater facilities. By requiring specific design features and sewer facilities, Mitigation Measures 5.3 will reduce any potentially significant impacts to wastewater facilities to below a level of significance.

Off-Site Wastewater Service System Impacts - Service Area 4

Development Option D1-C will have a significant impact on Line 407D in Service Area 4 in 2005. The sewer mains adjacent to and downstream of the B-1 portion of the project site include lines 401 through 410 and line 415. Line 407D is the only line that will be affected by the wastewater discharge from the B-1 portion of the project. This main is currently 15 inches in diameter with a maximum capacity of 5.517 cubic feet per second compared to an anticipated design flow of 6.366 cubic feet per second in 2005.

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[1] Correspondence from Development Resource Consultants, Inc., April 9, 1999.

The increased sewer flows from the construction of the proposed project were estimated using the Los Angeles County sewer discharge rates. Line 407D in System 4 will need to be upgraded with the installation of a 15 inch parallel sewer main. These sewer discharge rates are conservative; therefore, the 15 inch parallel sewer main in Victory Place may never be necessary. It is recommended that annual monitoring of Line 407D be conducted to determine the need for and timing for construction of a parallel 15 inch sewer line. Mitigation Measure 5.3, requiring a parallel sewer line, will reduce any significant impact to Line 407D to below a level of significance.

Off-Site Wastewater Service System Impacts - Service Area 6

There are no significant impacts to wastewater facilities in Service Area 6. The sewer mains adjacent to and downstream of the B-199 portion of the project site include lines 601 through 605. Lines 601 through 603 will primarily serve the project site, and will have adequate capacity for the sewer flows calculated for the base year 1989 in the Master Plan. Based on the Master Plan, these three sewer mains do not have adequate capacity to handle wastewater flows in the year 2005, and will require the construction of parallel sewer mains. However, the proposed project's projected wastewater discharge is 24,000 GPD less than the existing estimated wastewater generation of 55,300 GPD to Service Area 6 System for the Lockheed Martin site. Therefore, no significant adverse impacts are anticipated, and no mitigation measures are proposed. Significant adverse impacts to Lines 604 and 605 would not occur.

Concern has been raised by the City of Burbank PSD regarding on-site and street tree plantings that could potentially interfere with operation and maintenance of water and wastewater lines. Placement of trees over water or wastewater lines could preclude access, and there is a potential for some tree root systems/growth of tree roots to invade water/wastewater lines and disrupt service. Implementation of the City's standard plan check procedures, requiring on-site and street frontage landscape design, will protect wastewater line integrity and reduce this impact to below a level of significance.

Solid Waste

Development Option D1-C would generate approximately 11,228 tons of solid waste annually, and would result in a potentially significant impact on landfill capacity outside of the City of Burbank. The solid waste generated by the proposed project will be hauled by private contractors to public landfills, thereby impacting private landfills outside the City. As stated under Development Option A, there is sufficient landfill capacity at the Bradley Landfill to accommodate approximately seven more years of solid waste generation. Proposed expansion at Sunshine Canyon and other potential sites in the area would provide landfill capacity well into the 21st century. If landfill capacity is not increased as planned, solid waste generated by Development Option D1-C and cumulative projects would incrementally increase a significant shortfall. Implementation of Mitigation Measures 5.4 and 5.5 will reduce the potentially significant impact to solid waste capacity to below a level of significance.

Schools

The impact on school services in the BUSD would be unchanged or reduced compared to Development Option A, due to the decrease in building square footage and overall less building density on site. Development Option D1-C would require no more than the number of additional staff and school facilities required for Development Option A.

For school services, the project would be assessed impact fees of $0.31 per square foot commercial/industrial space. The assessment of development impact fees would only partially offset impacts on the school district to address increased demand for additional school services.

4.5.16 MITIGATION MEASURES - DEVELOPMENT OPTION D1-C

The Mitigation Measures for Development Option A also apply to Development Option D1-C.

4.5.17 CUMULATIVE IMPACTS - DEVELOPMENT OPTION D1-C

Due to the nature of the services and utilities discussed in this section and the analysis performed for each service and utility, cumulative demand for services and utilities is taken into consideration in the above analysis. In each case, developer fees are assessed or improvements are recommended to offset project impacts based upon cumulative projected demand for those services. Citywide developer impact fees enacted by City ordinance are based on demonstrated need for facilities, documented in reports justifying the fees based on documented projections. Non-city utilities, electrical, gas, and telephone services are already available in the project area. Responses from these utility providers indicate that there is capacity to serve the proposed development. Each service or utility is specifically addressed for cumulative impacts in Section 4.5.15, Impacts-Development Option D1-C.

Each project impact for the services and utilities analyzed above, considers Citywide reasonably foreseeable projects. A list of these projects is provided on page 4.5-33.

The following cumulative potentially significant impacts from this analysis are listed below:

1. Potentially substantial increase in average police emergency response time.
2. Potentially substantial increase in average fire/paramedic emergency response time.
3. Potentially significant impact to transit service during street construction.
4. Potentially significant impact to wastewater service.
5. Potentially significant impact to solid waste facilities.
6. Potentially significant impact to school services.

Mitigation is required for each of these impacts, except as prohibited for school impacts by State law.

4.5.18 LEVEL OF SIGNIFICANCE AFTER MITIGATION - DEVELOPMENT OPTION D1-C

With implementation of Mitigation Measures 5.1 through 5.5, Development Option D1-C impacts to public services and utilities are reduced to below a level of significance. Cumulative impacts are lessened to below a level of significance with implementation of mitigation measures.

Cumulative adverse impacts related to BUSD educational facilities are minimized with the collection of State authorized fees. However, these cumulative impacts are not eliminated due to the project's contribution to the District's existing and projected demand for additional capacity and new facilities, beyond what will be paid for by these fees. Senate Bill 50 (Chapter 407 of Statutes of 1998) (SB 50) set forth a State school facilities construction program that includes restrictions on a city's ability to condition a project to mitigate a project's impacts on school facilities, in excess of fees set forth in Education Code Section 17620. These fees are collected by school districts at the time of issuance of building permits for commercial, industrial, and residential projects. Even though the school district may collect fees that partially off set a project's impacts on school facilities, under SB 50, an EIR for a development project must include analysis of these impacts for disclosure purposes and to determine whether or not there is a significant impact after school facilities fees are collected by the school district. This EIR complies with these requirements.